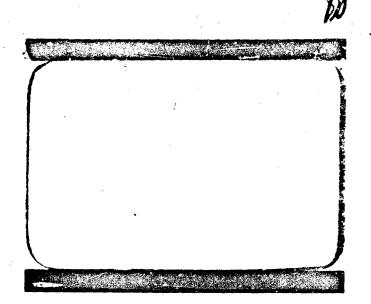
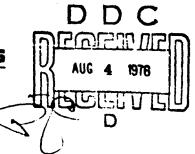
MA 027765





GENERAL DYNAMICS

Convair Division



16-167

A2120-1 (MEV, 5-66)

DISTRIBUTION STATEMENT A

Approved for public releases
Distribution Unlimited

Best Available Copy

INSTRUMENTATION SYSTEM

AIRBORNE

DIFFICULTIES REVIEW



DISTRIBUTION STATEMENT A

Approved for public release;
Distribution Unlimited

Best Available Copy

Issue Date: /15 August Convair Division GDC-BRW66-913-BK-2-Vol-8 DIFFICULTIES BEVIEW ATLAS BOOSTER AIRBORNE AND GROUND SUPPORT SYSTEMS. BOOK IT. GENERAL INFORMATION.

Volume VIII.

Instrumentation System Airborne Difficulties ACCESSION IN 100 BRANK GREEN CONTRACT AB**9**4(695)-719 SISTRIBUTION/AVAILABILITY CODES AVAIL ME/M SPECIAL Approved by Chief of reliability Engineering 147650 DISTRIBUTION STATEMENT A Approved for public release; Distribution Unlimited

ļ.,

VOLUME I AIRFRAMES

*VOLUME II ABORT SENSING AND IMPLEMENTATION SYSTEM

VOLUME III AUTOPILOT

*VOLUME IV AUXILIARY POWER SOURCE

VOLUME V ELECTRICAL

*VOLUME VI GUIDANCE

VOLUME VII HYDRAULICS

VOLUME VIII INSTRUMENTATION

VOLUME IX PNEUMATICS

VOLUME X PROPELLANT UTILIZATION

VOLUME XI PROPULSION INTERFACE

VOLUME XII PROPULSION

VOLUME XIII KA. 3E SAFETY COMMAND

*VOLUMES II, IV AND VI UNDER ONE COVER.

GENERAL INFORMATION

The Difficulties Review encompasses problems gathered from the factory, the field, (ETR and WTP) and UTP. The factory difficulties are limited to "selloff" and rerun composite testing.

ĺ

In the UTP area, the difficulties were excerpted from Central Test Control Reports, Problem Reports, Supplementary History Sheets and Problem Review Reports.

Field problems for the Difficulties Review have been limited to captive flights, flight readiness firings, actual countdown dual propellant loading, quad tanking, component reliability testing, and flight acceptance composite tests. Difficulties called out in the search for critical weakness program was not documented.

GSE problems shall be limited to ETR Complex 12, 13, 36A and 36B for the present edition. Hereafter only booster difficulties shall be maintained.

Failure analysis reports cover difficulties from the field and factory and may complement the information above.

The GSE Difficulties Review, Book 1 contains 14 Volumes, one volume for each system, under one cover. Each volume is appropriately indexed.

The Airborne Difficulties Review, Book 2 contains 13 volumes. Each volume is under separate cover except Volumes II, IV and VI. Volumes II, IV, and VI are under one cover because of the limited material contained in each volume. All volumes are appropriately indexed.

A guide to facilitate interpretation of data in the Difficulties Review (GSE and Airborne) is part of each book or volume.

DIFFICULTIES REVIEW - INSTRUMENTATION SYSTEM - AIRBORNE

V CONTENTS: INDEX

INSTRUMENTATION SYSTEM		PACE(S)
I. LANDLINE:	0001,- 0007	
II. POWER SOURCE;	0007,-0017	
III. TELEMETRY SET & MEASUREMENT;	0017,"0523	
IV. ANTENNA AND COUPLER.	0523,- 0531	
· 1		
I. LANDLINE		
Connector (Coaxial Cable)	0004	
O-Ring	0001	
Probe (Temperature)	0006	
Thermocouple	2007	
Transducer	0001, 0006	
Balve (Shuttle)	0001	
	•	
II. POWER SOURCE		
Battery (TLM)	0008, 0017	
Commutator	0013	
Connector (Harness)	0014	
Harness (RSC)	0017	
Heater .	0011	
Motor	0013	
Squib .	0010,-0012	

0016

Wiring

III. TELEMETRY SET & MEASUREMENT

Accelerometer

Accessory Prokaga

Amplifier

Bearing

Brush (Commutator)

Bussing Assembly

Cable (Shielded)

Calibrator

PAGES

0020, 0021, 0023-0027, 0032, 0051, 0248,

0339, 0344, 0411, 0415, 0416, 0501

0161, 0399, 0406, 0431, 0486

0068, 0073, 0078, 0085, 0083, 0091, U1U4,

0138, 0142, 0143, 0145, 0151, 0153, 0154,

0158, 0159, 0164, 0165, 0172, 0177, 0185,

0190, 0196, 0198, 0201, 0204, 0205, 0216,

0219, 0222, 0226, 0228, 0229, 0231, 0234,

0236 -0239, 0242- 0244, 0251, 0254, 0255,

0258, 0263, 0265, 0267, 0277, 0279, 0281

0282, 0296, 0300, 0305, 0307, 0309, 0314,

0326, 0330, 0335- 0337, 0340, 0342, 0347,

0348, 0350, 0352, 0354, 0358, 0360, 0365,

0367, 0369, 0379, 0382, 0387, 0390, 0393,

0395, 0409, 0413, 0420, 0430, 0432, 0434,

0444, 0445, 0449, 0453, 0462, 0473, 0474,

0479, 0490, 0505, 0506, 0511

0135, 0238, 0386, 0427

0236, 0245, 0281, 0380, 0435, 0439, 0444,

0446, 0449, 0455, 0456, 0458, 0461,-0463,

0466, 0467

0188, 0377

0360

0062, 0074, 0077, 0102, 0110, 0115, 0144,

0162, 0177, 0188, 0195, 0203, 0212, 0214,

0226, 0231, 0237, 0239, 0240, 0246, 0248,

0251, 0264, 0265, 0269, 0285, 0316, 0334.

0339, 0343, 0355, 0362, 0388, 0394, 0403,

0440, 0452, 0459, 0460, 0471, 0481, 0505,

0516

Canister

Ü

0022, 0024, 0042, 0050, 0051, 0054, 0056, 0061, 0064, 0071, 0074, 0076, 0084, 0093, 0096, 0097, 0100, 0112, 0115, 0117, 0120, 0122, 0128, 0131, 0133, 0136, 0139, 0149, 0151, 0157, 0159, 0164, 0167, 0169, 0173, 0182, 0195, 0217, 0218, 0226, 0229, 0235, 0241, 0242, 0244, 0258, 0260, 0276, 0293, 0294, 0297, 0299, 0300, 0301, 0309, 0315, 0318, 0320, 0332, 0334, 0336, 0339, 0341, 0342, 0347, 0549-0351, 0355-0357, 0359, . **0366, 0372, 6373, 0376, 0388, 0386, 0389,** 0391, 0392, 0397, 0400, 0405, 0408, 0414, 0419, 0426, 0429, 0433, 0434, 0436, 0437, **0440-0443, 0456, 0459, 0561, 0462, 0464,** 0465, 0471, 0472, 0474, 0475, 0477, 0478, 0480-0485, 0487-0491, 0497, 0499, 0503, , **0504. 0507. 0508, 0512, 0513, 0515-0518,** 0521, 0522

0082, 0083, 0086, 0089, 0091, 0100, 0106, 0117, 0131, 0140, 0148, 0165, 0169, 0185, 0252, 0267, 0271, 0275, 0279, 0281, 0286, 0288, 0296, 0309, 0340, 0349, 0360, 0369, 0377, 0382, 0404, 0424, 0426, 0434, 0445, 0490

0028, 0054, 0086, 0104, 0121, 0139, 0184, 0189, 0190, 0223, 0234, 0285, 0324, 0334, 0363, 0455.

0029, 0042, 0049, 0052-0056, 0059, 0059, 0062, 0066, 0068, 0086, 0103, 0105, 0110, 0112, 0115, 0117, 0129, 0126, 0127, 0130, 0131, 0134, 0135, 0141, 0148, 0152, 0155,

Capacitor

Circuit Board

Commutator

PAGES

Commutator (Continued)

0157, 0162, 0166, 0168, 0180, 0181, 0183, 0191, 0193, 0199, 0200, 0206, 0207, 0211, 0217, 0223, 0227, 0228, 0236, 0241, 0245, 0247, 0249, 0252, 0254, 0257, 0259, 0261, 0263, 0268, 0272, 0274, 0275, 0279, 0281, 0284, 0288, 0292, 0298, 0302, 0316,-0319, 0323, 0328, 0332, 0334, 0328, 0347, 0353, 0354, 0356, 0362, 0372, 0375, 0377, 0379, 0382, 0386, 0387, 0392, 0397, 0398, 0404, 0406, 0409, 0410, 0412, 0413, 0415,-0419, 0423, 0425, 0427, 0431, 0432, 0435, 0437, 0439, 0440, 0443, 0446, 0449 - 0452, 0455, **0456**, **0453**, **0460**, **0461**, **-0464**, **0466**, **0467**, 0469, 0470, 0473, 0475, 0477, 0485, 0492, 0492, 0495, 0497,0500,0503,0506,0507, 0509, 0511, 0512, 0514, 0516, 0519, 0521

0031, 0051, 0076, 0117, 0129, 0151, 0161, 0179, 0236, 0247, 0265, 0268, 0278, 0280, 0325, 0345, 0346, 0379, 0382, 0383, 0384, 0433, 0445, 0471, 0476, 0479, 0486, 0488, 0509, 0510

0022, 0151, 0185, 0192, 0225, 0248, 0269, 0271, 0284, 0285, 0291, 0292, 0299, 0307, 0319, 0331, 0344, 0368, 0419, 0428, 0436 0150, 0153, 0158, 0166, 0169, 0170, 0194, 0196,-0198, 0223, 0246, 0250, 0251, 0255, 0269, 0283, 0342, 0348, 0352, 0353, 0361, 0363, 0434, 0450, 0456, 0478, 0511

0063-0065, 0067, 0084, 0086, 0094, 0102, 0113, 0120, 0121, 0124, 0143, 0141,

Connector

Converter

Demodulator

Detector

III. TELEMETRY SET & MEASUREMENT (Co	intinued) DACIES
Detector (Continued)	PAGES 0144, 0156, 0163, 0169, 0180, 0183, 0192,-
	0196 , 0199 , 0206 , 0209 , 0213 , 0220 , 0250 ,
	0278
	92. 0
Diode	0064, 0077, 0079, 0080, 0091, 0120, 6121,
	0134, 0146, 0147, 0157, 0162, 0198, 0284,
	0307, 0309, 0314, 0321, 0358, 0373, 0386,
	0387, 0391, 0436, 0448
Disconnect	0070, 0091
Events Signal Assembly	0178
Filter	0017, 0066, 0083, 0099, 0107, 0108, 0116,
	0123, 0124, 0140, 0154, 0155, 0160, 0163,
	0167, 0174, 0176, 0191, 0201, 0213, 0220,
	0224, 0243, 0252, 0256, 0266, 0267, 0267,
	0270, 0272, 0278, 0286, 0291, 0293, 0299,
	0309, 0323, 0325, 0327, 0328, 0329, 0334,
	0337, 0338, 0345, 0348, 0369, 0377, 0378,
	0389, 0393, 0400, 0401, 0465, 0486
Harness	0186, 0204, 0310, 0323, 0336, 0346, 0381,
,	0408, 0411, 0414, 0441, 0448, 0458, 0466
	0468, 0490, 0513, 0518, 0521
~ · · ·	
Inductor	0066, 0089, 0123, 0146, 0193, 0243, 0323
Instrumentation Beacon	0454
Inverter	0331
Mandrel	0026, 0303, 0304

Motor (Commutator)

0053, 0105, 0127, 0130, 0135, 0152, 0183, 0191, 0200, 0217, 0228, 0249, 0252, 0253, 0259-0261, 0272, 0274, 0288, 0302, 0317, 0319, 0328, 0332, 0334, 0337, 0356, 0372,

0375, 0377, 0379, 0380, 0386, 0387, 0392, Motor (Commutator) 0396 - 0398, 0410 - 0413, 0415, 0423, 0424, 0427, C432, 0439, 0444-0446, 0455, 0456, 0459, 0460, 0466, 0469, 0470, 0473, 0475, 0477, 0498, 0500 Motor (Power Changeover Switch) 0138, 0180, 0402, 0441, 0442, 0497 O-Ring 0212, 0258, 0259 Oscillator 0052, 0081, 0087, 0090, 0106, 0108, 0110, 0112, 0113, 0118, 0120, 0123, 0125, 0133, 0135, 0143, 0149, 0152, 0167, 0174, 0176, 0177, 0187, 0188, 0190, 0200, 0201, 0202, 0204, 0208, 0209, 0216, 0218 - 0223, 0225, 0226, 0230, 0239-0242, 0247, 0249, 0251, 0253, 0257, 0261, 0262, 0264, 0267, 0270, 0271, 0273, 0276, 0277, 0281, 0286, 0287, 0291, 0292, 0295, 0297, 0298, 0301, 0305, 0307-0309, 0311, 0313, 0314, 0315, 0317, 0318, 0320 - 0326, 0329 - 0333, 0335, 0346 0348-0350, 0353, 0354, 0359, 0360, 0365, 0368, 0370, 0374, 0375, 0381, 0384, 0387, 0391, 0395 - 0398, 0400, 0404, 0405, 0410 -0412, 0414, 0420 - 0423, 0426, 0429, 0430, 0435, 0437, 0438, 0442, 0443, 0446, 0447, 0450- 0455, 0458, 0460-0465, 0468, 0470. 0472, 0475, 0476, 0478, 0483, 0484, 0491,

Pin

Potentiometer

0053, 0057, 0063, 0068, 0069, 0081, 0113, 0120, 0121, 0124, 0141-0145, 0163, 0165, 9180, 0184,

0493, 0495, 0497, 0498, 0502, 0507, 0522

0239, 0382

Potentiometer (Continued)	0187, 0192, 0193, 0195, 0196, 0199, 0209,
* 4	0213, 0219, 0222. 0223, 0237, 0241, 0250,
	0251, 0264, 0273, 0278, 0281, 0292, 0316,
•	0317, 0325, 0336, 0348, 0350, 0352, 0330,
	0395, 0399, 0429, 0442, 0443, 0446, 0471,
	0494.
Power Supply	0068, 0080, 0089, 0096, 0097, 0106, 0111, 0117
	0123, 0131 0168, 0190, 01 52, 0193, 0263,0205,
	0208, 0211, 0214, 0219, 0221, 0231, 0245,
	0273, 0275, 0276, 0280, 0288 , 0289, 0292 ,
	03.1, 0314, 0320, 0322, 0324, 0329, 0330, 0345
	0349, 0351, 0378, 0382, 0388, 0393, 0405,
	0407, 0424, 0426, 0448, 0468, 0479, 6481,
	0482, 0485, 0487, 0494, 0495, 0501, 0503,
	0506, 0517, 0518
Plug	0301, 0506
Pump (Fuel)	0073
Reactor	0183
Receptacle (Umbilical)	0067
Rectifier	0059, 0071, 0095, 0100, 0147, 0218, 0238,
	0240, 0254, 0315, 0364, 0378, 0406, 6438,
	0443, 0448, 0504
Relay	0701, 0182, 0203, 3214, 0269, 0270, 0285,
	0357, 0388, 0394, 0417, 0419, 0424, 0460
Regulator	0069, 0121, 0122, 0145, 0162, 0219, 0249,
	0282, 0333, 0353, 042 5, 0433, 0438
Resistor	0056, 0065, 0106, 0122, 0127, 0135, 0145, 0169,
	0171, 0230, 0236, 0257, 0285, 0297 , 0305

٦

(

0311, 0321, 0324, 0329, 0335, 0339, 0350, Resistor (Continued) · 0351, 0364, 0365, 0400, 0411, 0423, 0449, 0451, 0457, 0474, 0479 0143, 0152, 0153, 0175, 0189, 0211, 0227, Signal Conditioner 0230, 0236, 0297, 0306, 0311, 0312, 0324, 0331, 0338, 0340, 0365, 0369, 0370, 0372, 0383, 0384, 0389, 0395, 0406, 0427, 0436, 0441, 0447, 0449, 0450, 0457, 0489 0137, 0138, 0143, 0156, 0189, 0209, 0210, Switch 0215, 0216, 0238, 0266, 0274, 0288, 0303, 0304, 0306, 0351, 0361, 0364, 0392, 0402, 0417, 0427, 0431, 0441, 0442, 0447, 0465, 0491, 0497, 0508, 0511, 0516, 0522 0149, 0352, 0356, 0362, 0363, 0394, 0402, Tape Recorder 0407, 0429, 0444 0158, 0190 Thermocouple 0018, 0025, 0028, 0031, 0033, 0035, 0038, Transducer 0057, 0061, 0063, 0073, 0084, 0086, 0092, 0093, 0098, 0101, 0105, 0107, 0108, 0113, 0116, 0119, 0120, 0125, 0128, 0137, 0145, 0150, 0158, 0165, 0175, 0176, 0179, 0208, 0212, 0227, 0241, 0245, 0255, 0343, 0354, 0371, 0380, 0381, 0386, 0393, 0474, 0484, 0486, 0487, 0510, 0514, 0515 0026, 0028, 0030, 0041, 0046, 0070, 0074, Transducer (Absolute Pressure) 0091, 0141, 0159, 0292, 0297 0045, 0057, 0072, 0076, 0108, 0127, 0134, Transducer (Accelerometer) 0146, 0160, 0161, 0181, 0188, 0232, 0303, 0360, 0365, 0418

Transducer (Angular Displacement)

0021, 0031, 0040, 0160, 0184

Transducer (Differential Pressure)

0020, 0029, 0030, 0032, 0034, 0036, 0050,

0075, 0079, 0087, 0095, 0096, 0099, 0101,

0104, 0126, 0141, 0171, 0172, 0182, 0186,

0197, 0199, 0207, 0211, 0213, 0218, 0228,

0232, 0234, 0271, 0279, 0280, 0283, 0284,

0302, 0311, 0312, 0361, 0366, 0425

Transducer (Helium Pressure)

0037, 0038

Transducer (Instrumentation)

0057, 0060, 0066, 0°80, 0200, 0202, 0210,

0221, 0232, 0233, 0247, 0249, 0254, 0261,

0270, 0273, 0373, 0391, 0399, 0400, 0401,

0403, 0479, 0489, 0501, 0504

Transducer (Position)

0104, 0125, 0127, 0156, 0162, 0163, 0165,

0168, 0171, 0187, 0188, 0205, 0215, 0234,

0237, 0240, 0346, 0488

Transducer (Pressure)

0018, 0019, 0023, 0024, 0029, 0033-0037, 0039,

0040, 0042, 0051, 0053, 0055, 0057, 0059,

0060, 0062,-0065, 0069,-0073, 0075,-0078,

0081, 0085, 0087,-0090, 0092,-0095, 0097.-

0099, 0102, 0103, 0106, 0107, 0109, 0113,

0117, 0119, 0122, 0126, 0128, 0129, 0131,

0135,-0138, 0140, 0142, 0146, 0148, 0153,-

0155, 0157, 0159, 0161, 0164, 0168, 0170,

0173, 0176,-0181, 0184,-0186, 0189, 0191,

0192, 0194, 0198, 0203, 0206, 0207, 0209,

0210, 0214, 0215, 0217, 0221, 0224, 0229,

0235, 0236, 9238, 0239, 0244,-0246, 0253,

0256, 0262, 6264, 0266, 0268, 0269, 0272,

0274, 0277, 0280, 0282, 0283, 0286, 0287,

0289, 0290, 0294, 0296, 0302, 0305, 0307,

Transducer (Pressure) (Continued)

0321, 0322, 0325, 0327, 0343, 0344, 0347, 0357,-0359, 0361, 0364, 0366-0368, 0370-

0308, 0310, 0311, 0313, 0316, 0318, 0319,

0374, 0376, 0377, 0384, 0385, 0394, 0396,

0398, 0402, 0404, 0405, 0408, 0410, 0416,

0418, 0424, 0431, 0432, 0439, 0451, 0457,

0458, 0463

Transducer (Temperature)

0022, 0024, 0025, 0037, 0041, 0043, 0048,

0072, 0079, 0094, 0102, 0105, 0118, 0119,

0123, 0129, 0132, 0133, 0136, 0146, 0147,

0150, 0174, 0175, 0178, 0187, 0205, 0212,

0213, 0235, 0242, 0258, 0260, 0263, 0294,

0300, 0339, 0403

Transducer Power Supply

016, 0111, 0117, 0131, 0134, 0192, 0219,

0299, 0437, 0438, 0448, 0450, 0457

0051, 0060, 0097, 0111, 0156, 0158, 0170, 0172,

0218, 0246, 0250, 0251, 0254, 0269, 0270,

0295, 0306, 0340, 0345

0039, 0080, 0115, 0122, 0151, 0181, 0211,

0225, 0237, 0239, 0240, 0248, 0255, 0264,

0277, 0282, 0310, 0319, 0331, 0333, 0355,

0367, 0368, 0372, 0376, 0393, 0397, 0398, 0417,

0436, 0448, 0450, 0459, 0462, 0481, 0482, 0494

0038, 0043, 0073, 0075, 0079, 0087, 0095,

0097, 0111, 0112, 0139, 0146, 0150, 0169,

0173, 0174, 0181, 0195, 0205, 0206, 0217,

0218, 0220, 0225, 0230, 0243, 0244, 0258,

0275, 0312, 0313, 0320, 0322, 0336, 0337, 0340,

0343, 0349, 0356, 0359, 0382, 0396, 0401,

Transformer

Transistor

Transmitter

Transmitter (Continued)

0409, 0410, 0430, 0441, 0448, 0461, 0472,

0475, 0481, 0483, 0489, 0492, 0493, 0519,

0520, 0522.

Transverter

0284, 0358, 0376.

Tube

Wiring

0085, 0138, 0226, 0253, 0257, 0264, 0267,

0271, 0281, 0286, 0300, 0307, 0309, 0312,

0317, 0320, 0321, 0330, 0332, 0342, 0343,

0346, 0349, 0378, 0411, 0422, 0435, 0447,

0450, 0452,-0454, 0462, 0478, 0492, 0496,

0035, 0056, 0059, 0075, 0080, 0081, 0085,

0090, 0102, 0113, 0124, 0132, 0141, 0151,

0153, 0154, 0156, 0160, 0162, 0166, 0168,

0172, 0176, 0190, 0194, 0196, 0203, 0204,

0206, 0208, 0216, 0226, 0229, 0230, 0238,

0254, 0256, 0262, 0268, 0277, 0278, 0280,

0284, 0291, 0297, 0299, 0312, 0330, 0335,

0340, 0343, 0345, 0346, 0348, 0350, 0352,

0353, 0368, 0375, 0376, 0378, 0379, 0383,

0384, 0390, 0395, 0398, 0399, 0404, 0406,

0407, 0410, 0412, 0413, 0422, 0437, 0438,

0444, 0447, 0453, 0454, 0460, 0465, 0472,

0479, 0488, 0491, 0500, 0503, 0509, 0514.

IV. ANTENNA & COUPLER

Antenna

Circuit Board

Coax Assembly

Coax Cable

Connector

0523, 0524, 0526, 0530.

0525-0527.

0527.

0523.

0524, 0526, 0528.

IV. ANTENNA & COUPLER (Continued)

Diplex Coupler

Power Divider

Ring Coupler

Sub Tuner

Ü

0

Transmitter

Wiring

0526, 0529, 0531.

0526, 0529.

0523, 0528, 0530.

0529.

0530.

0524, 0530.

GENERAL DYNAMICS

Convair Division

Subject:

Explanatory Information For Use of Difficulties Review (DR)

Data Tab Runs

This information has been prepared to facilitate use of the \overline{DR} . It is not intended to describe how the DR was prepared nor the scope of the existing effort.

The Difficulties Review (DR) is presented on a form compatible with automated data processing and printout.

Appearing at the top of the page (outside of blocked-in areas) is the identification of the system and whether it is Airborne or Ground Support Equipment. Appearing with this identification is the date of the document and the page number.

On the right hand side outside of the blocked area, appears the <u>abstract number</u>. An abstract number is assigned to each item of the Difficulty Review to facilitate traceability to the original input document.

Appearing under the major identification are blocks wherein the information on component or system difficulty is identified and explained. Attached are samples of pages coded for reference to the following definitions and explanations:

CODE

EXPLANATION



This group of blocks callout system, subsystem, test/report number, failed component name, difficulty (Dif) data source, and GDC part number if applicable. Also called out here is the vehicle number, if applicable, and the date of difficulty.

In the same row, the <u>site</u> location, and in case of a flight, captive flight, or countdown, the time will be entered.

The block containing PRI and OTH refer to whether or not the failure is primary or a secondary failure. A secondary failure is to be interpreted as caused by another discrepancy.

The last block in this row is obvious and requires no further explanation:

- Refers to a
 - Refers to a major system of the launch vehicle.
- Refers to subsystem of a major vehicle system if applicable, (Booster, sustainer, etc).

GENERAL DYNAMICS Convair Division

CCDE	EXPLANATION
•	Is a report number as opposed to type of report, (UTP, Countdown, Flight, FAR, etc.).
5	Is a type of report, such as a FAR, UTP, FRF, etc.
(5) (6) (7)	Refers to a component part by name.
	Is a component piece part of the component and referred to by name, (plug, seal, wiring, diode, etc., only where applicable).
8	Is a GDC part number, if applicable.
8 9	Refers to a site or location at time of discrepancy on the component or vehicle system.
10	Is the vehicle on which discrepancy occurred. Vehicle number listed only if unit was installed on a vehicle at time of discrepancy.
\odot	Is the vendor part number, if applicable.
	an and toware fores managed as ablustonance.
12	Is the vendor name, if applicable.
(1) (12) (13)	•
12 13 14	Is the vendor name, if applicable. Is the failure caused by other component or other system. This item
_	Is the vendor name, if applicable. Is the failure caused by other component or other system. This item defines the failure as secondary or not secondary. Refers to the primary failure. If item is labeled no, then item (13)

GENERAL DYNAMICS Convair Division

Defines the system effect. This effect is the result of the failure mode assigned to the component. Defines the vehicle effect. This effect is a result of the failure mode and the result of the system effect. It should be noted that corrective action may be taken whether or not the failure was confirmed. Lists the corrective action. Taken by GDC, the vendor, or both.

SENERAL DYNAHICS CONVAIR BIVISION

(\$	(12)	(I)	9	9	686174	(8)	. .	•					
PA66 0176	PRI VENDOR HANG OTH VENDOR PART NO	HE LOT ACCEPTABLE	VES YLCKERS	נררסאשור ופ שממם		YES VICKERS NO AA-80884-R-8A	SCAL AT PUMP PE	CORPECT SEAL INSTALLATION PROCES	MO VICKERS YES AA-80894-R-EA	CO CAUSING BANAS	SBURIZATION OF T	e VICTERS AA-80884-9-EA	0.0 4PH OURING PRI-1AT.	
	817E 7 75ME DIF	. TO DETERME	COMVAIR	4800 9816.		FACTORY TE	EY DEFECTIVE	PECT SEAL 1MS	P NTM	OVERPRESSURIZ	ATENT OVERPRE	COMVAIR TES		
INBORNE	RCE VENICLE R DATE DI?	8 FROM LOT 12	*****	WERE 4100 TO BECONDS.	ר רבתרופי	7124 641003	CKOUT. CAUSED	ં કે	0071-01	T. CASE WAS	NE TO THADVE	******	RESULTENENT O FFR-4881.	ļ
AAULIC BYBTEH-A	DIF DATA BOURCE PART HUMBER	ADDITIONAL UNIT	# UTP-FET RT-04860-1	SICHT PRESSURES E TIME IN 0.03	NTS TO PRACTICA	FAR 87-06500-1	TYED DURING CHE	WHED THEIR PER	FAN 87-06568-1	HOT FIRING TEL	HAGE OCCURRED (UTP-PRT 87-D8568-1	CONSTRUCTOR	
DIFFICULTIES REVIEW-WORAULIC STSTEM-AIRSORNE	FAILED COMPONENT MAME	141-3 TO PERFORM RETERT ON TWO (R) ADDITIONAL UNITS FROM LOT 13: TO DETERMINE LOT ON DATE.	HTORAULIC PUMP	CIFICATION, S/H 408-0470, PEAK TRANSTENT PRESSURES WERE 4100 TJ 4800 PSIC, ALLOWASLE IS LOW TIME IS 0.157 SECONDS, ALLOMASLE TIME IS 0.03 SECONDS.	T ECP 7069 TO SEVISE TEST REQUIREMENTS TO PRACTICAL	BLV-AD-10-269F HYDRAULIC FUHY PEAL	FAILURE MOE-LEAR-ERTERNAL-CONTINUOUS OIL BEEFAGE MAS CHBERVED DURING CHECKOUT. CAUSED EY DEFECTIVE SEAL ANCE PAGGE SENSING PORT.	R REVIEWED STOCK OF O-RINGS AND INFORMED THEIR PERSONNEL	SLV-89-10-138-F BOOSTER HYDRAULIC PUMP/BEAL	IAL. PUMP WAS REPORTED LEAKING AFTER HOT PIRING TEST. CASE WAS CVERPRESSURIZED CAUSING DAMAS	, IRECTIVE ACTION AECOMMENDED BINCE DAMAGE OCCUMRED DUE TO INADVERTENT OVERPRESSURIZATION OF	6841810.8 Hydraulic fump	FAILURE HODE-LEAK EKTERMAL, B/H EDS-DOSS FAILED TO MEET CASE DRAIH LEAKASE REGUIREMENTS OF This Unit also failed to meet peak transient pressure reguirements, heper to ppr-4861, stotem eppect-mone,	
11 740 1000	8787EN 848-8781EN	COARCCTIVE ACTION-DEPT 14:	HYDRAULIC-A/B	FAIL, HO. FLORT TO PULL PLOW THE 18	CORRECTIVE ACTION-SUBHIT	HYDRAUL IC-A/B GOOSTER	FAILURE MOG-LEAR-EXTER ANCE PRESENTE SENSING POR	CORRECTIVE ACTION-VENDOR	HTDNAULIC-A/B BCOSTER	FAILURE MODE-LEAK EXTERNAL K TO CASE COVER SEAL.	P CORECTIVE ACTION-NO CORRE	Mydraulic-a/8 Rooffr	FAILURE MODE-LEAK EXTERNING TO TAILED TO BESTEN GFFECT-MONE.	
	\bigcirc	((4)	94	(5)		9	9		(19)	(9)		IV	-

SEMERAL OTHAMICS CONTAIN DIVISION

11 114 1161

NTBTER RUS-STRTER	TEST/REPORT NUMBER PAILED COMPONENT NAME	DIF DATA SOURCE	VCHICLE DATE DIP T	11 ME 017	PRI VENDOR NAME OTH VENDOR PART HO	. §
CORRECTIVE ACTION-BOO	OM-BODDTER HYDRAULIC FILL AND BLEED PERFORMED	IMCD.				:
M75841 . 15-4/5 B0057ER	* TACS# 1/76 - EG-Os-GAC#	COMPOSITE-PRO/DPL	1510 30	:	22	401.00
FAILURG MODE-FAIL TO MOT BE OPERATED REMOTE	IL TO OPERATE AT PRESCRIBED THE. TEST WAS RUN WITHOUT BOOSTER HYDRAULIES BECAUSE BOOSTER HPU COULD REMCTELY. THIS HAS HOTED DURING ALTOPILOT FINAL CHECKS.	FRUM WITHOUT BOOSTER FINAL CHECKS.	HYDRAULICS !	ECAUSE	BOODTER HPU COL	9
STRICH EFFECT-OPERATION DOES HOT START.	ON DOES HOT START.					
VEHICLE EFFECT-MONE.						
COMMECTIVE ACTION-BOO	ON-BOOSTER HPU HAND VALVE, KICROSWITCHES	KICROSWITCHES VS AND VL ADJUSTED TO MAKE WIPER CONTACT.	HAKE WIPER	ONTACT.		
HTDRAULIC-A/B BOOSTER	GDC/BNF63-048/01-401-CO-39	PLIGHT	590 630708	-32.5	7E3	***************************************
PAILUNE MODE-LEIK. BI MEMCE.	1K. BI HTORAULIC ACCUMULATOR PRESSURE EXHIBITED NO PRESSURE DIFFERENCE DURING THE OIL EVACUATION SEQ	BITED NO PRESSURE DIF	FERENCE DUR	INC THE	OIL EVACUATION	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SYSTEM EFFECT-POSSIDL RUALIC SYSTEM, SYSTEM	BYSTEM EFFECT-POSSIBLE CONTAMINATION. ALTHOUGH THE FAILURE MODE INDICATES THE RUALIC SYSTEM, SYSTEM PERFORMANCE WAS SATISFACTORY.	NE MODE INDICATES THE	POSSIBILITY OF		AIR IN THE GOOSTER HYD	0
VEHICLE EFFECT-HONE.			-			
CORRECTIVE ACTION-HOME.	E. THE POSSIBILITY OF CONTAMINATION WAS NOT CONFIRMED BY ANY CTHER TELEMETRY DATA.	WAS NOT CONFIRMED BY	ANT CTHER TI	CLEMETRY	DATA.	
HYDRAULIC-A/B BOOSTER	GGC/BKF63-G38/BR-401-00-177	PLIGHT	450403 E	# ?: # ?:	9 9	026748
FAILURE MODE-OUT OF F ED AN INITIAL MORMAL P DECATED TO RYZU PBIA M.	FAILURE MODE-OUT OF TOLERANCE. BOOSTER HYD ACCUM. PRESS MEABUR, MSSP AND HYD. PUMP OUTLET PRESS. MEABUR MSP IMDICAT Ed am initial mormal press. Rise But to a lomer (3):30 Pbia) tham normal (3):30 Pbia) peak at 2.3 Sec. The Press. Then decated to eteu pbia during mext 1.3 Sec. Specific cause unknown but stmptomatic of unusually meant demand on etste m.	MEABUR, MSSF AND MYD. 1) TMAN NORMAL (3300 F UNKNOWN BUT BYMPTOMAT	FUMP OUTLET SIA) PEAK A IC OF UNUSU	PRESS. 7 2.3 30 14LY MEA	MEABUR HSF IND. C. THE PRESS. VY DEMAND ON B.	01CA1 11E2 11E2
" BYBIEM CFFECT-OPERATI C. NO ABVERBE EFFECT N	"STRICH CFFECT-OFERATION TOO LOW. BOOSTER HYDRAULIC PRESS. LOW." THAN HORMAL FOR A TIME PERIOD OF C. HO ABVERSE EFFECT HOTED ON SYSTEM PERFORMANCE.	LONET THAN HORMAL FO	R A TIME PE	90 00	-2.8 age 70 a.s ag	¥
WENICLE EFFECT-NONC.						
CORRECTIVE ACTION-HOME.	·					
HYDRAUL IC-A/B BOOBYER	40/CZZM69-013-BA1847-/L4-7MO-01-71 COMPOSITE-FRD/OPL	-71 COMPOSITE-FRO/OPL	7107 &	7-2	7£\$ NO	
						_

GENERAL BYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	TEST/REPORT NUMBER	20000 4740 910	VEHICLE BITE	1	VENDOR NAME	
	FAILED COMPONENT NAME		ATE DIF TIME	DIF OTH	- 1	
INUTRUMENTATION-A/8 AES	AC61-1108/93-501-00-38	PLIGHT	32E 13 611110 -1	2 Q	·	:
FAILURE HODE-MONE. BYSTEM EFFECT-MONEKES VEHI AIMER LOX REGULATOR CAUSED TH R THRUST, MISSILE DESTROYED A	FAILUNE HODE-WOME. BYSTEM EFFECT-NOME,-KES VEHICLE EFFECT-PREMATURE SUSTAINER ENGINE SHUTDOWN. THE INCORRECT INSTRUMENTING OF THE SUST AIMER LOX RECULATOR CAUSED THE REGULATOR TO STARVE THE SGG OF LOX WHICH RESULTED IN GG FLAMEOUT AND LOSS OF SUSTAINE R THRUST. MISSILE DESTROYED AT 34 SECONDS BY RANGE SAFETY OFFICER.	CHEINE SHUTDOWN, THE T. LOX WHICH RESULTED TICER.	INCORRECT INS IN G6 FLAMEON	TRUMENT	ING OF THE BUST	
VEHICLE EFFECT-PRENATURE BUS ED THE REGULATOR TO STARYE TH VED AT 34 SECONDS AT RANGE SA	VEHICLE EFFECT-PREMATURE BUSTAINER EMGINE BAJTDOWN. THE INCORRECT INSTRUMENTING OF THE BUSTAINER LOX REGULATOR CAUS D THE REGULATOR TO STARYE THE 866 OF LOX WHICH RESULTED IN 66 FLANEOUT AND LOSS OF BUSTAINER THRUST, MISSILE DESTRO ED AT 34 SECONDS AF RANGE BAFETT OFFICER.	DRRECT INSTRUMENTING IS FLANEOUT AND LOSS	OF THE BUSTAL	HER LOX THRUST.	REGULATOR CAUS MISSILE DESTRO	
CORRECTIVE ACTION-RE-WORK PR	I-WORK PRINT TO ENSURE PORT 603 IS UTILIZED.	.02		;	:	
INSTRUMENTATION-A/S SE-	BE-E4-DBS BHUTTLE VALVE O RING	FAR &7-01&79-1	Stotoo ETR	A CE	VES CIRCLE SEAL NO P2-425	
FAILURE MOGE-INTERNAL LEAK. FOUND TO HAVE THE BROOK BEAL DURING ACTUATION THE FORMAR COMPRECTIVE ACTION-THE VENDOR	FAILURE MODE-INTERNAL LEAK, NUMEROUS VALVES LEAKED MAEN PRESSURE WAS APPLIED, ON DISASSEMBLY ALL OF THE VALVES MERE FOUND TO MAYE THE SPOOL SCALING O RING CLOSEST TO THE SYSTEM PORT, BADLY CUT, AND IN SOME CASES PIECES MERE MISSING. DURING ACTUATION THE FORMARD O RING CATCHES IN THE TRANSDUCER PORT AND IS THEN CUT BY THE SPOOLS DACKUP SHOULDER. CORRECTIVE ACTION-THE YENDOR HAS SEDESIGNED THE VALVE TO INCORPORATE AM ANNILLE ROSE BELIEF VALVE AT THE INTERSECTI	SUNE WAS APPLIED. OF PORT, MADLY CUT, A SER PORT AND 28 THEN COPPOSATE AM ANNULA	CUT BY THE BY CUT BY THE BY TH	ALL OF PIECE BACK	THE VALVES WERE IN SERVICES. KUP SHOULDER.	
ON OF THE TRANSCUCER PORT TO INSTRUMENTATION-A/B	FORT TO PREVENT CONTACT OF THE ORING WITH THE BORE AS 17 PASSES THE TRANSDUCER PORT. 98-24-045	TH THE BORE AS 1T P.	ABSES THE TRAN	SOUCER !	ER PORT.	7.770
	VALVE-O-RING	01279-1		2	N.	
FAILURE MODE-LEAK, VALVE LEAKED HE VALVE HOUSING WAS CUT OPEN, TH ING FAILURE WAS DUPLICATED ON THE SION CAUSED THE O-RING TO SE CUT,	NYDRAULIC OIL IMEN IN THE E TRANSDUCER PORT MAS NOT FIRST ACTUATION MITH NEW	OPERATING POSITION, PRONT O-RING ON THE POPPET WAS CUT. T FULLY CHAMPERED AND BURRS WERE LEFT ON THE PORT EDGE. O-R O-RING INSTALLED, ROTATION OF THE POPPET UFON VALVE ACTUA	ONT O-RING ON RRS MERE LEFT TION OF THE P	THE POP OF THE SPEET IS	PET WAS CUT. T PORT EDEE: O-R OM WALVE ACTUA	
CORRECTIVE ACTION—ALL TEST PL SURE GREATER THAN 18 PSI ON TO TO PREVENT LOSS OF PRESSURE I ED TO INCLUDE INCREASED CHAINT	CORRECTIVE ACTIOM-ALL TEST PROCEDURES HAVE SEEM MODIFIED TO INCLUDE, (1) THE VALVE MUST NOT SE ACTUATED WITH A PRES Sure greater tham 10 psi om the system port, am o-rimg is being installed under the dust cap on the calibration port to pacycemt loss of pressure with systement loss of telemetered data. All valves in the vendor stock fill se modifi ED to include increased chanter om the transducer port,	INCLUDE, (1) THE VAL ING INSTALLED UNDER ! IRED DATA. ALL VALVE!	VE MUST NOT B HE DUST CAP O IN THE VENDO	E ACTUAL N THE CA	ACTUATED WITH A PRES THE CALIBRATION PORT STOCK HEL SE MODIFE	
MBTRUMENTATION-A/B PE-1 AMT LIME TRA	F#-TCD-04-B0GB Transoucer	COMPOSITE-S FACT	5001 KTR12 660303	n č		
FAILURE MODE-MEASUREMENT FILE	MENT PLIEBP MAS EMBATIC.					
STRIK RTFECT-MOME-LOSS OF SIMPLE MEASUREMENT ONLY,	IMPLE MEASUREMENT ONLY,					
					PAGE GOOS	

GENERAL DYNAMICS CONVAIR DIVISION

11 10H 1866

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

				Section of the second distribution in	Contract Advantage Agency Contract and Street	The state of the s	
BVBTER BUB-BVBTER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE FART MUMBER	VEHICLE DATE DIF	VEHICLE BITE DATE DIF TIME DIF	PRI VENDOR HAME OTH VENDOR PART NO	<u>.</u> 2	
VENICLE EFFECT-MOME.	i. Transoucer was meplacko,		According to the second			•	# # # # # # # # # # # # # # # # # # #
INSTRUMENTATION-A/B 6	EDC/BKFAR-GOT TRAKBOUCER	FL16NT 87-01847-7	7119	PALCE-4 YEB	7£8 100	1	
FAILURE MODE-FAIL DURING O BYSTEM EFFECT-WOME-LOSS OF	URING OPERATION. MEASUREMENT FISSET FAILED DURING THE INITIAL RISE OF THE EMGINE START SEGUENCE.	CD DURING THE INITI	11 HING OF	THE EMGI	ME START SECUEN	<u> </u>	
VEHICLE EFFECT-NOME. CORRECTIVE ACTION-OPEN-THI S BEING MADE OF CURRENT AN	VEHICLE EFFECT-NOME. Corrective action-open-this vehicle incorporated ECP 3303 in an attept to correct this repetitive failure. A study is being hade of currat and previous failure characteristics.	N AN ATTERT TO COMM. P.	ECT THE .	EPETT TYPE	FAILURE, A STU	à	
INSTRUMENTATION-A/B 3	SLV-90-24-4343-F Transoucer, landling	FAR 48-01602-12	71-04	ATA	YES BOURNS No EGGARDSSOA	:	# C # C # C # C # C # C # C # C # C # C
FAILURE MODE-CONTANINATION GROSS CONTANINATION IN THE ENT OF THE WIPERARM OVER TH	FAILURE MODE-COMTANINATION, HYSTERESIS INCREASED WITH REPEATED LANDLINE CALISRATION RUNS, FAILUNE WAS ATTRIBUTED TO GEOSS CONTANTMATION IN THE BALL SOCKET MAIGH NOWEN OVER THE MANDREL. MEAS FIGGIP.	ED LAMDLINE CALIBRICKY BALL-IM-BOCKEY	MOVEMENT.	FAILURE RESULTIN	MAS ATTRIBUTED IN ENRATIC NO	2 #	
INDIRUMENTATION-A/B 6	TRANSOUCER - LANGLINE	FRF	7101	7	7E3	-	***
FAILURE MODE-BTRUCTURAL E TO THE WATER HANNER EFFEC SYSTEM EFFECT-MOME.	URAL - DIFFERENTIAL FRESSURE TRANSDUCERS WERE OVER FRESSURIZED AT ENGIME TAMAS FRESSURIZATION DU R EFFECT AT THE IMITIAL PRESSURE SURGE.	WERE OVER PRESSUR!	ED AT ENG	INE TANKS	PRESSURIZATION	3	
VEHICLE EFFECT-COMPOSITE D ME FAF THE FOLLOWING DAY MI CORRECTIVE ACTION-NOME - C	VEHICLE EFFECT-COMPOSITE DELAYED AND RESCHEDULED. IT WAS DECIDED LATER TO REMOYE THIS INSTRUMENTATION AND CONDUCT T He far the following day with out it. Corrective action-nome - compuct test without vernier plow rate instrimentation.	IDEG LATER TO RENOVATE INSTRUMENTATION	E THIS IN	STAUMENTA	TION AND CONDUC	j-	
					PA6E 5008	8 9 9	

SENERAL DYNAMICS CONVAIR DIVIDION

**** ***

DIFFICULTIES REVIEW-INS.AUMENTATION STREEM-AIRBORNE

A STATE OF THE PARTY OF THE PAR				-		•
BYETEN BUB-STEN	TEST/REPORT NUMBER FAILED COMPONENT MANS	DIF DATA BOUNCE PART NUMBER	VEHICLE Date DIF	TIME DIF	BITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	
INSTRUMENTATION-1/B	BKF64-011/P2-403-00-268 Langling Transducer	COUNTDOMN	##3D #4941#	ETR - E400	46.8	•
FAILURE MODE-FAIL GURING	FAILURE MODE-FAIL GURING OPERATION, AIRBORNE TRANSDUCER WAS FAULTY	FAULTY.				······································
BYSTEM EFFECT-NOME.						
VENICLE EFFECT-COUNTDOWN	VENICLE EFFECT-COUNTDOWN DELAYED. 10 MINUTE HOLD RESUIRED TO REINBTALL BUSTAIMER BOOT AFTER TROUBLE SHOOTING THE FA LIT TRANSDUCER.	O REINSTALL BUSTAIN	ER BOOT AF	TER TROUR	ILE SHOOTING THE FA	
CORRECTIVE ACTION-UNKNOWN	•					
INSTRUMENTATION-A/B	FAR-LV-9D-24-4216 PRESSURE TRAMSDUCER	FAR 88-01107-63	224D 630627	-1	VEB COLVIN NO 401-6-4-73	005210
FAILURE MODE-STRUCTURAL. THE TRANSDUC ESSURE FROM G TO 4G PSIG. THE FAILURE GOSE VINDINGS AND LOM-STRENGTH SCLUER	FAILUME MODE-STRUCTURAL. THE TRANSDUCEM (HEASUREHENT FIDDIP) FAILED IMEN IT HAD HO VOLTAGE OUTPUT AT ANY APPLIED PR ESSURE FROM G TO 4G PSIG. THE FAILURE WAS DUE TO THE WIPER ARA LEAD BEING BROKEN AT THE INTERNAL LUG SOLDER JOINT. L GOSE WINDINGS AND LOM-STRENGTH SCLUER JOINTS WERE ALBG PREVALENT.) FAILED WHEN IT HAI RA LEAG BEING BROKE LENT.	3 HO VOLTA	GE OUTFU'	F AT ANY APPLIED PR .vg Bolder Joint. L	
COPRECTIVE ACTION-MO COR 46-63 DATED 630985 WEN ING TAKEN.	IOM-MO CORRECTIVE ACTION TAKEN BECAUSE VENDOR CORRECTIVE ACTION REGUEST ASIS-S3 DATED G30415 AND VCAR 830525 VENE RECEIVED FXOM THE V"NOCR OI BINILAR FAILURES ADVISING IN MOUSE CORRECTIVE MEASURES ARE SE	CORRECTIVE ACTION . AR FAILURES ADVISIN	REGUEST 48 F IN HOUSE	15-63 DA	IED #30415 AND VCAR VE MEASURES ARE BE	
INSTRUMENTATION-A/B LAND LIME	HG-AG-K4-BESS-F PRESSURE TRANSOUCER	7-01789-S	1440	FACTORY	TER BOURES NO 78551-0-35-752	****
FAILURE MODE-CONTANIANTION. TRANSDUCER O A FIBER INDEDDED IN THE POTENTIONETER ER POTTING.	MTAKIAATIOM. TRANSDUCER BHOMED ERRATIC OPERATION AT MIGH EMD OF PRESSURE RANGE, FAILURE ATTRIBUTED T DED IN THE POTENTIONETER MINDINGS, THIS MAS PROBABLY DUE TO INSUFFECIENT AND/OR IMPROPER CLEANING AFT	TION AT MIGH END OF ROBARLY DUE TO INSU	PRESSURE PECIENT A	RANGE. F.	IILURE ATTRIBUTED T PROPER CLEANING AFT	
CCRRECTIVE ACTION-PROGRA	OM-PROGRAM FOR THE ELIMINATION OF POSSIBLE CONTANINATION SOURCES IS BEING IMPLEMENTED EFFECTIVE 13	ONTANINATION BOURCE.	18 BEING	INFLENE	ITEO EFFECTIVE 19 M	
INSTRUMENTATION-A/B	SF-98-24-323U TRANSDUCER, LAMBLINE	FAR 7-01764-11	1160	ET.8	YES BOURNS NO 48015-0-50-738	
FAILURE MODE-OUT OF TOLE	FAILURE MODE-OUT OF TOLERANCE. TRANSDUCER FOR MEABUREMENT FIGGIP INDICATED 6.8 PRIA WHEN 8 PRIA MAS EXPECTED. APPAR NYLY EXCESSIVE PRESSUMES WERE APPLIED TO THE TRANSDUCER, CAUSING A STRETCHED BELLOUS AND A HIGH OUTPUT.	SOGIP INDICATED 8.8 PELA WHEN UBING A STRETCHED BELLONG AND	FEER WHEN	A HIGH	MAS EXPECTED. APPAR Quiput.	
COMMECTIVE ACTION-FIELD	OM-FIELD PERSONNEL WERE IMFORMED OF THE APPARENT OVERPRESSURIZATION AND TRAT AN INVESTIGATION SHOULD	MENT OVERTHEBURITA'	TION AND T	KAT AN 11	IVESTISATION SHOULD	
					bibb abtion	•

SENERAL DYNAMICS CONVAIR DIVISION

9965 MOT 91

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

GENERAL DYNAMICS CONVAIR DIVISION

18 JUN 1960

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBOAME

SYSTEM SUG-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	PRI VENDOR	VENDOR HANE	
STATEM EFFECT-ERRATIC OPERATION.	IATIOM.						
VEHICLE EFFECT-COUNTDOWN ABORTED AND RESCHEDULED.	ABORTED AND RESCHEDULED.						
CORRECTIVE ACTION-UNKNOWN.							
INSTRUMENTATION-A/B	PF-E4-036 TRANSDUCER, LANDLINE	FAR 7-01649-7	£90 600100	ETR	TES ROSEMOUNT NO 134AN	135	991642
FAILURE MODE-OUT OF SPECIFIC UNFERENTIAL PITTED HOLES ON IT R WHICH WAS MELTED, REVEALING TIGHTLY IN A MACHINED CIRCUMINA MANUFACTURING DISCREPANCY.	FAILURE MODE-OUT OF SPECIFICATION, TRANSDUCER FOR MEASUREMENT PIDZIT WAS REJECTED FRIOR TO INSTALLATION DUE TO CIRC UNFERENTIAL PITTED HOLES ON THE ELEMENT SHIELD APPROXIMATELY ONE INCH FROM THE 805S THREADS. THE HOLES WERE IN SOLDE RE WHICH WAS MELTED, REVEALING AN AREA APPROXIMATELY ONE INCH LONG WHEREIN WAS FOUND A NUMBER IS GAUGE WIRES MAAPHED TIGHTLY IN A MACHINED CIRCUMFERENTIAL GROOVE APPROXIMATELY 1/8 INCH DEEP, THE HOLES DID NOT AFFECT OPERATION, BUY IS A MANUFACTURING DISCREPANCY.	ENT PIDZIT WAS REJEC. Y ONE INCH FROM THE ! H LONG WHEREIN WAS F. 1/8 INCH DEEP. THE H	TED FRIOR BOSS THREA NUMB A NUM NES DID N	TO IMBTAL DB. THE P BER 19 GA OT AFFECT	ALOR TO INSTALLATION DUE TO CIRC THREADS. THE HOLES WERE IN SOLDE A NUMBER 18 GAUGE WIRES MRAPHED DID NOT AFFECT OPERATION; BUY 18	TO CIRC IN SOLDE MRAPPED	
CORRECTIVE ACTION-ALL TRANSDUCERS OF MIS TYPE OF MANUFACTURING DISCREPANCY.	ISOUCERS OF THIS TYPE WILL BE INSPECTED UNDER A MICROSCOPE PRICR TO ACCEPTANCE	PECTED UNDER A MICRO	ICOPE PRIO	R TO ACCE	PTANCE TO	TO DETECT T	
INSTRUMENTATION-A/B 9 LAND LINE T	98-24-030 TRANSDUCER, LANDLINE	7AR 7=01720-5	201100	ETR	YES SERVONIC IN	SERVONIC INSTR UMENTS, INC	692079
FAILURE MODE-INTERNAL LEAK KASE, THE OSCILLATIONS WERE PRECTION OF THE BOURDON TUB	FAILURE MODE-INTERMAL LEAK, TRANSDUCER FOR MEASUMENCHT FIEBIP INDICATED OSCILLATIONS OF THE OUTPUT AND INTERNAL LEA Rase. The oscillations were caused by the internal leakage which in turn resulted from an infromer welding at the co prection of the bourdon ture and potentioneter miper arm.	91º INDICATED OSCILL. MHICH IN TURN RESULTI	ATIONS OF LD FROM AN	THE OUTPL	IT AND INTER	RNAL LEA T THE CO	
CORRECTIVE ACTION-THE VENDOR II	INPROVING	BUALITY CONTROL PROCEDURES RELATIVE TO IMPROPER WELDING	O IMPROPE	R WELDING	•		
INSTRUMENTATION-A/B B	81-414-CT-09 Transducer-Landling	CAPTIVE	\$0.60 8 5	8.0.5	YE.8		999654
FAILURE MODE-CONTANINATION. SUBTAINER L BY A PLUGGED INSTRUMENTATION SENSE LINE.	. SUSTAINER LUBE OIL PRESSURE DID NOT INCREASE AT ENGINE START. THIS WAS BELIEVED CAUSED	D NOT INCREASE AT EN	THE START	. THIS WA	8 BELIEVED	CAUSED	
STATEM EFFECT-NONE.							
VEHICLE EFFECT-PRENATURE PROPU EQUIREMENT (BELOW LONGR LINIT).	VEHICLE EFFECT-PRENATURE PROPULGADM CUTOFFA COBERVER CUTOFF WHEM BUSTAINER LUBE OIL PRESSURE DID MOT MEET REDLINE BUIREMENT (BELOW LOWER LIMIT).	F WHEN BUSTAINER LUBI	OIL PRES	BURE DID	NOT MEET RE	EDLINE R	
CORRECTIVE ACTION-LUSE OIL	CORRECTIVE ACTION-LUBE OIL BYBTEN WAS PURGED. NO CONTAMINATES WERE FOUND ALTHOUGH BLOCKAGE WAS NOTED PRIOR	TES WERE FOUND ALTHOU	HH BLOCKA	SE WAS NO	TED PRIOR	TO BLOWE	· · · · · · · · · · · · · · · · · · ·
•							
					١	PAGE GOOS	

GENERAL DINAMICS CONVAIR DIVISION

*** ***

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

BYSTEN BUS-STSTEN	TESTARFORT NUMBER DIF DATA SOURCE VEHI	DIF DATA BOURCE PART NUMBER	3 5	817E	PRI VENDOR MANE OTH VENDOR PART NO	
INSTRUMENTATION-A/S LAND LINE	98-84-027 TRANSOYCER, LANDLING	FAR 7-01649-7	000008	ara	YES ROSENOUNT NO	
FAILURE MODE-FAIL DUSTING READONS. TWO DUE TO AN I TY. THE INTERNAL SHORTS M "RESPONSE FAILURE COULD M LES IN THE PROTECTIVE SHE LES IN THE PROTECTIVE SHE	FAILURE WODE-FAIL DUSTING OPERATION, SIX TEMPERATURE TRAMBDUCERS MEASURING PIDZIT FAILED TANKING TESTS FOR DIFFERENT REASONS. TWO DUE TO AN INTERNAL SHORT TO GROUD ONE HAD NO CONTINUI YOU THE INTERNAL SHORTS WERE CAUSED BY SROKEN AND OF THE WOOTECTIVE CASE, THE WOOTER PROTECTIVE CASE, THE WOOTER COURSE FAILURE COULD NOT BE COMPENDED, THE OPEN CIRCUITS MERE CAUSED BY WIRES DROKEN DIRECTLY IN LINE WITH HOLES IN THE PROTECTIVE SHIELD, THE NO-CONTINUITY FAILURE WAS CAUSED BY BROKEN AND SENT WIRES DIRECTLY IN LINE WITH HOLES IN THE PROTECTIVE SHIELD, THE BROKEN WIRES REDULTED FROM HIGH FLOW RATE CONDITIONS.	TERS MEASURING PIDZI RESPONSE: TWO MAD (ES MAKING CONTACT WI GRE CAUSED SY WIRE! AUSED SY BROKEN AND MIGH PLOM RATE COM	PEN CIRCUITH THE OUT THE THE OUT THE O	TANKING TI TE AND OF TER PROTECT TRECTLY II	TESTS FOR DIFFERENT ONE HAD NO CONTINUI ECTIVE CASE, THE NO IN LIME WITH THE HO TLY IN LIME WITH HO	
COMPECTIVE ACTION-A MC:	COMPECTIVE ACTION-A MEN TRANSDUCER ELEMENT HAS BEEN DESIGNED AND 18 IN PRODUCTION. THIS NEW ELEMENT EMPLOYS A CERAN C. COATING OVER THE PLATINUM WIRE ELEMENT TO PREVENT FAILURE FROM THE NIGH PLOM CONDITIONS.	FROM THE NIGH FLOW	CONDITION	EN ELEME)	I EMPLOYS A CERAN	
INSTRUMENTATION-A/B	82-412-86-03 LANDLING TEMPERATURE PROBE	CAPTIVE	380808	2	4 6 8	# C C C C C C C C C C C C C C C C C C C
FAILURE MOCE-STRUCTURAL, TEMPERATURE PROSE INSTR V PERMITTING MOT GAS TO ENTER THE THRUST SECTION.	FAILURE MOE-STRUCTURAL. TEMPERATURE PROBE INSTRUMENTING BUBTAINER TURBING TEMPERATURE CAME OUT OF THE BOSS, THERED PERMITTING MOT GAS TO ENTER THE THRUST SECTION.	ITAINER TURBINE TEN	ERATURE C.	INE OUT OF	THE BOBS, THERED	
STATEM EFFECT-MOME.	BYBICH EFFECT-MOME. Vehicle effect-mome, emgine comparthent temperature data did not indicate a temperature increabe.	NOT INDICATE A TEN	PERATURE 1	HCREASE.		
CORRECTIVE ACTION-INSTALL	L NEW PROBE.					1
INSTRUMENTATION-A/B	#8-24-023 [Jansouces: Landling	FAR 7-01760-5	380316	ANDIEGO	SANDIEGO YES BERYONIC INSTR NO UNENTS INC	******
FAILURE MONE-OUT OF SPECII RE, FAILURE WAS CAUSED BY E TUBE ASSEMBLY CAUSED THE OFF THE WINDINGS WITH MIGH	FAILURE MORE-OUT OF SPECIFICATION OR FOLERANCE. LAMBLINE TRANSBUCER FIRSIP READ EDD PAI LOW AT MAXIMUM INPUT PRESSU Re. Failure vas caused by the Bourdon Tube. Assembly shifting from the Zero pressure reference point, shifting of th E Tube assembly caused the Potentioneter wiper arm to be at some point other than zero with no pressure applied and OFF the windings with High pressure applied.	INSDUCER FIRESTP READ FROM THE ZERO PRES NOME POINT DIMER TH	EGO PAT I	CM AT MAN ENCE POLY IN NO PREI	IMUM INPUT PRESSU II. SHIFTING OF TM ISUME APPLIED AND	
CORRECTIVE ACTION-THE INI EINE CHANGED TO ADD AM ADE ERENCE POINT.	IMSTALLATION DRAWING IS BEING CHANGED TO INCLUDE CAREFUL MANDLING PROCEDURES. THE DESIGN IS S additional set screw to hold the bourdom tuge assembly wore securely to the zero pressure ref	TO INCLUDE CAREFUL. ON TUBE ASSEMBLY NO	HANDLING !	A TO THE	I. THE DEBIGN IS B ZERO PRESSURE REF	
INSTRUMENTATION-A/B	FTA4226/F1-205-00-06 Lamoling-transducer	COUNTDOM	99	-3300	22	
FAILURE MODE-OUT OF SPECI	SPECIFICATION. TRAMSDUCER INDICATED PU VALVE MAS OPEN WHEN IT MAS CLOSED.	ALVE WAS OPEN WHEN	IT WAS CLC	sto.		
						

BEHERAL DYNAMICS CONVAIR DIVISION

10 JUN 1000

.

	DIFFICULTIES REVIEW-THOTAUMENTATION STRIEM-AIRBORNE	MENTATION SYSTEM'S	INBORNE		
87816M 848-878M	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	SITE PRI VENDOR NAME	
SYSTEM EFFECT-INFROMER A LVE INDICATION.	ROPER AMALOR BIGNAL. POTENTIOMETER KNOB OF TRANSDUCER TURNED IN ERROR BY OBSERVER. SAVE OPEN PU VA	TRANSDUCER TURNED	IN ERROR BY OBSERVE	R. SAVE OPEN PU VA	111101
VEHICLE EFFECT-NOME.					
CORRECTIVE ACTION-READJUSTED POTENTIONETER.	MATED POTENTIONETER.			`	
INSTRUMENTATION-A/B	EM-839/106-84-09 866 Chamber Temperature Therkucoup Le	CAPTIVE	1-8	4 TE 8	****
FAILURE MODE-FAIL DURING	DURING OPERATION. INSTRUMENTATION THERMOCOUPLE STEMS SHEARED OFF AND ENTERED THE TURBINE HOUSINGS	WPLE STEMS SHEARED	OFF AND ENTERED TH	E TURBINE HOUSINGS	
SYSTEM EFFECT-WOME.					
VEHICLE EFFECT-NOME.					
CORRECTIVE ACTION-INDIVI	-INDIVIOUAL TURRINE INLET TEMPERATURES MERE INSTRUMENTED FOR BUSSEQUENT TESTS.	I INSTRUMENTED FOR	JUBSEQUENT TESTS.		
INSTRUMENTATION-A/B POWER BOUNCE	USCAULS BATTERY 70C AND 7LX	UTP-PRT BB-D6508-1	660127	YES VARDHEY ELEC C O 61083	******
FAILURE MODE-BATTERY FAI BE ATTACHED CORRECTLY DU TRAPB.	ERY FAILED TO MAINTAIN FRESCURE DROPPED FROM 4F816 TO CTLY DUE TO INTERFERENCE BETWEEN RUBBER STRIPS ON THE	FROM APSIG TO OPSIG IN S SECONDS. STRIPS ON THE REVERSE SIDE OF THE	DPBIG IN S SECONDS. BATTENY COVERS COULD MOT REYERSE BIDE OF THE COVER AND THE CELL VENT	BATTENY COVERS COULD NOT COVER AND THE CELL VENT	
CORRECTIVE ACTION-ALL BA	-all Batterics in LOT RETURNED TO VEHDOR FOR REMORK FOLLOW UP ACTION FOR FUTURE DELIVERY IS DOCUME Dated 68/02/28.	M ACHORK FOLLOW UP	ACTION FOR PUTURE	DELIVERY 18 DOCUME	
INSTRUMENTATION-A/B	8LV-9D-84-5034-F 8ATTERY	FAR 69-04-08-1	650919 VTR	YES MHITTAKER NO	
FAILURE MODE-CONTANINATS TROCEM WHEN PRESSURIZED.	FAILURE MODE-CONTANINATION. ONE CELL OF THE MANUALLY ACTIVATED TELEMETRY BATTERY WAS FOUND TO BE LEAKING GASEOUS MI Trocem whem pressurized. Léarage found due to contaminatiom of the fill neck. Amb/or faulty activator.	EG TELEMETHY BATTEL XF THE FILL NECK, AL	IY WAB FOUND TO BE. BOOM FAULTY ACTIVA	LEAKING GAREOUS NI TOR.	
COMMECTIVE ACTION AW FILL MECKS ON S	-FILL NECK WAS CLEANED AND CONCERNED PERSONNEL WERE ADVISED TO EXERCISE EXTREME CARE TO ASSURE CLE UBSESUENT VEHICLES.	MEL WERE ADVISED TO	EMERCIAE EXTREME	CARE TO ASSURE CLE	-
				PASE GGOT	

SEMERAL BYNAMICS CONVAIR BIVIBION

18 1CH 1068

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSCRNE

				-			_
8781ER 818-8188	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE Date DIF	BITE TIME DIF	OTH	VEHICLE SITE PRI VENDOR HAME DATE DIF TIME DIF OTH VENDOR PART NO.	
INSTRUMENTATION-A/B POWER BOURCE	NSCAPER130/P68-CO-D6-DAC6 BA (TERY	COMPOSITE-J FACT 69-06108-001	1510	£ 18-368 -800	33		******
FAILURE MODE-OUT OF TO	OF TOLERANCE. ATLAS TELEMETRY & FILAMENT SUFPLY VOLTASE DROFPED VOLTASE SUFPLIED BY A SROUND SUFPLY AND NOT AN AIRBORNE BATTERY.	UPPLY VOLTAGE DROPP AN AIRBORNE BATTER		AFTER TE	LENCTR	TO 8.4 AFTER TELEMETAY TO INTERNAL	
STATEM SPFECT-CPERATION	ERATION TOO LOW.						
VEHICLE EFFECT-COMPOBITE DELAYED.	TE DELAYED.						
CORRECTIVE ACTION-UMED	CORRECTIVE ACTION-USED BATTERY. REASON FOR LOW VOLTASE BEING INVESTIGATED.	6 INVESTIGATED.					-+-
INSTRUMENTATION-A/B POWER BOURCE	MSTAPE DOTD/*68-CG-G4-GACB	COMPOSITE-3 FACT	1510	£18-56	22		•
FAILURE MODE-OUT OF TO RED TO INTERNAL, POWER	FAILURE MODE-OUT OF TOLERANCE. ATLIS TELEMETRY 1 FILAMENT BUPPLY VOLTAGE WAS 3.5 (LOW) AFTER TELEMETRY MAS TRANSFER IED TO INTERNAL. FOMER MAS SUPPLIED FROM A GROUND SUPPLY AND NOT AN AIRBORNE BATTERY.	LIPPLY VOLTAGE WAS 1 1 NOT AN AIRBORNE BA	TTERY.	AFTER TEL	ENETRY	MAB TRANSFER	
STATEM EFFECT-OPERATION 100 LON.	on too Low.						
VEHICLE EFFECT-MOME.							
CORRECTIVE ACTION-REAL	CORRECTIVE ACTION-REABON FOR LOW VOLTAGE BEING INVESTIGATED. A BATTERY WAS INSTALLED DURING A MOLD.	D. A BATTERY WAS IN	TALLLED D	CRING A P	0.0		-1
INSTRUMENTATION-A/B POWER SOURCE	MSCAPELIZEP/F88-CO-US-UACE BATTERY TELEMETRY NO. 8	COMPOSITE-3 FACT	1510	Ĭ	¥ 0		**
FALLURE MODE-OUT OF TO	FALLURE WOOE-OUT OF TOLERANCE. BATTERY OPEN CIRCUIT VOLTAGE WAS HEASURED AS 89.8 VDC REDLING VALUE IS 30.0 VDC.	E WAS HEASURED AS &	voc RE	DL1146 VAI	8E 38	30.0 VDC.	
SYSTEM EFFECY-OPERATION TOO LOW.	ON TOO LOW.						
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-REG	ON-REGUESTING REDLINE CHANGE TO 29.0 VOLTS.						
INSTRUMENTATION-A/B	LV-88-24-4977-F BATTERY	4AR R7-06806-5	#04D	E	S O	YES EASIE-PICHER No sapasst	
FAILURE MODE-LEAK-EXTE ED DUMING A J-PACT TEST MAIBLE FOR THE LEAKAGE.	FAILURE MODE-LEAR-EXTERNAL, A SHALL ANOUNT OF LIGUID LEAKED FROM THE BATTERY VENT HOSE WHEN THE BATTERY WAS ACTIVAT Ed during a J-Fact Test, it performed satisfactorily for the test, depormation of the Sump Cells may have been respo maisle for the learabe.	D FROM THE BATTERY IE TEST. DEFORMATION	VENT HOSE	THE BUMP CELLS	BATTE MAY P	BATTERY MAS ACTIVAT MAY HAVE SEEN RESPO	
CORRECTIVE ACTION-EAG OAM POTTIME BMIMB TO T	IOM-EAGLE-PICHER ELIMINATED FOAMING THE POTTING IN THE VULNERABLE AREA OF THE BUMP BY CEMENTING LOCKF IS TO THE EXPOSED SIDES, EMOS, AND SOTTOM OF THE BUMP AND TO THE EMD OF THE CELL BLOCK ASSENDLY. THE	THE BUNF AND TO TH	ILE AREA O	THE CELL	FOCE	ENENTING LOCK!	
						PASK GOOD	_

SENERAL DYNAMICS CONVAIR DIVISION

9901 NOT 11

DIFFICULTIES REVIEW-INSTRUMENTATION STRUKAIRBORMS

SYSTEM SUG-SYSTEM	TEST/REP AT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE	VEHICLE DATE DIF	TIME DIF	2 E	VENDOR NAME VENDOR PART NO	
1 =	EE-FOAM POTTED AND LID WELDED AFTER POTTING.	.26.					*****
INSTRUMENTATION-A/B	465-650-8016/96-L0-03-0AC4	COUNTDOWN 87-06886-1	1180	36.A - 9.800	7E.8 80		9
FAILURE MODE-OUT OF BPEC	OF SPECIFICATION. BATTERY VOLTAGE OUT OF TOLERANCE (BELOW REDLINE).	TOLERANCE SBELOW RE	(341)				
SYSTEM EFFECT-OPERATION	RATION TOO LOW. BATTERY VOLTAGE OUT OF TOLERANCE	OLERANCE (SELOW REDLINE) .	. (381				
VEHICLE EFFECT-NOME.		*					
CORRECTIVE ACTION-BATTERY WAS REPLACED.	RT MAS REPLACED.		·				
INSTRUMENTATION-A/D POWER AGURCE	GRASIZS.1 Battert	UTF	228010	3/09	VES POLER	BOURCES	
FAILUME MODE-ATRUCTURAL, PRESSUME TESTING THE E CELLS CRACKED, THE BATTERY WAS ACTIVATED AND	¥ 5	SPECINEN FOLLOWING TEMPERATURE SHOCK TEST INDICATED ONE OR MORE OF THA A PIN TO CASE VOLTAGE READING WAS RECORDED. THIS CONFIRMED FAILURE.	SHOCK TEST AS KECORDE	D. THIS	ED ONE OR HOS	RE OF TH	
CORRECTIVE ACTION-SPECI E TEMPERATURE SHOCK TEST	CORRECTIVE ACTIOM-RPECIMEN IR/D TO VENDOR FOR REPLACEMENT. THE CELL COMFIGURATION WAS HODIFIED BY VEHDOR TO PABS TH E temperature banck test, modified part reiested and successfully passed, (Ref. Frr 381).	f. THE CELL COMFIGURA	GURATION WAS MO	00377850	BY VEHOOR TO	7A88 TH	
INSTRUMENTATION-A/B	LV-68-24-4736F	FAR	28300	ETA	YES EASLE-PICHER	PICHER	*****
FOMER SOURCE FAILURE MODE-FAIL DURING AFTER ACTIVATION, FAILURE.	BATTERY 27-D6358-1 SAUERY DURING OFERATION. BATTERY VOLTAGE DROPPED BELOW THE REDLINE VALUE OF PLUB 26.7 VOLTS DC. 4 HOURS FAILURE MAS CAUSED BY THE BATTERY ACTIVATION CURRENT NOT BEING TURNED OFF AFTER BATTERY ACTIVATION	ET-06358-1 FED BELOW THE REDLINE NTION CURRENT NOT BEL	VALUE OF	PLUB 24. OFF AFTE	7 VOLTA DC.	4 HOURS	
CORRECTIVE ACTION-RAR L ATTERY ACTIVATE CURRENT F THE DROFFING RESISTOR	CORRECTIVE ACTION-RAR LV-08-24-0370 WAS URITTEN RECOMMENDING THE LAUNCH COMPUTER SYSTEM DE MODIFIED TO REMOVE THE Attery activate current when battery output voltage has reached mominal Yalue. This will eliminate the Possibility F the dropping redistor overheating and Bussebuent Danage to the Battery.	DIME THE LAUNCH COMPLEACHED MOMINAL VALUE. TO THE BATTERY.	TER BYBTE! THIB WILI	4 BE NOD!	FIED TO REMO ITE THE POSSI	VE THE B	
INSTRUMENTATION-A/S POWER SOURCE	6948184.1 8447784	UTF-BUAL/FFT 68-06308-5.	109079	3/09	VES POWER	POWER SOURCES	
FALLURE MODE-OUT OF TOL	TOLERANCE. DURING EXAMINATION OF PRODUCT, SEVERAL OUT-OF-TOLERANCE DINENSIONS WERE MEASURED.	DUCT. SEVERAL OUT-OF	TOLEBANCE) THEN 3H TO	NE WERE MEAS	unco.	e mentione en la company
CORRECTIVE ACTION-TEBTI	-FEBTIMS CONTINUED. MUT OF TOLERANCE BIMENSIONS NOT CRITICAL. THE SPECIFICATION CONTROL DRAWING MA	MENSIONS NOT CRITICAL	. THE BPE	CIFICATIO	24 CONTROL DA	AVING VA	
						PASE SOGO	77

GENERAL DYNAMICS CONVAIR DIVISION

1001 HAT

DITFICULTIES REVIEW-INSTRUMENTATION STRUKES AIRBORNE

87.81EM 808-8781EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIS	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
& CHANGED TO ALLOW FOR TOLERANCES. 8. FOR WIDER TOLERANCES. (REF. FRR 363).	TOLKRANCES. 8.C. AND OP! MOTIFIED ON OTHERS. VIR \$9-06508-1-01 AND VIR 68-06308-1-07 ALLOMED (REF. FRR 363).	DTHERS. VIR 68-063D4	-1-01 AND VIR 68-	.06208-1-07 ALLOMED	
INSTRUMENTATION-A/B	40A-BIE64-038/F8-403-00-898	COUNTDOWN 87-06888-808	8500 18 640787 -8300	7[\$ HO	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-SHORT (ELECTRICAL STSTEM EFFECT-OPERATION STOPS ED AT T-SS MIN. FAILURE DUE TO ED CURLMI LIMITER AND SHORTED	FAILURE MODE-SHORT IELECTRICAL). TELEMETRY BATTERY MO S ACTIVATE BOUID SHORTED, DRAMING EXCEBDIVE CURRENT. Statem effect-operation stops prematurely, battery output voltage dropped to zero and battery ready light illuminat D at T-55 min. Failure due to shorted output commector caused by overheating from excessive current through a short D curalnt limiter and shorted sould.	IVATE BOUID SHORTED. OLTAGE DROPPED TO ZI	DRAWING EXCESS!!	E CURRENT. ADY LIGHT ILLUMINAT ENT THROUGH A SHORT	
VEHICLE EFFECT-COUNTDOWN CORRECTIVE ACTION-REPLAC TIL JUST PRIOR TO GOING I	VENICLE EFFECT-COUNTDOMM DELAYED FOR 70 MINUTES HOLD. CORRECTIVE ACTION-REPLACED SATTERY. COUNTDOMM PROCEDURE REVISED TO REMOVE ACTIVATE SIGNAL AFTER BATTERY ACTIVATE UM TL. JUST PRIOR TO GOIMS INFERMAL.	ISED TO REMOVE ACTIV	ATE BIGNAL AFTER	BATTERY ACTIVATE UM	
	FTABES1/P3-4CO-G\$-187 COMPOSITE-J FACT BATTERY, TELEMETRY \$7-08358-001 T (ELECT), SHORTIME PIN NOT REMOVED FROM ACTIVATION CIRCUIT.	COMPOSITE-J VACT 87-06338-001 CTIVATION CIRCUIT.	1970 13 610950	YE8 80	86 80 80 80 80
BYSTEM EFFECT-OFERATION DOES 407 S AFETY REGULARMENTS. VEHICLE EFFECT-COMPOSITE DELAYED. (COMMECTIVE ACTION-BATTERY REPLACED	BYBIEN EFFECT-OPERATION DOES NOT BIART. ATTEMPT TO ACTIVATE BATTERY FAILED. BATTERY BUBNERGED IN WATER TO BATIBFY B Venicle effect-composite delayed, probable mold inferred from insufficient information. ".	BATTERY FAILED. BAI ON INSUFFICIENT INFO	TERY DUBNERGED II	WATER TO BATIBET &	
INSTRUMENTATION-A/B	A-90-g4-4188-F BATTERY	FAR 87-06161-1	43F W/R	YES VARDNEY NO	008100
FAILURE MODE-EXTERNAL LE FAILURE MAS CAUSED BY IN ELLS. THE 6AS PROBABLY LE CHES TO THE STORAGE TANK.	FAILURE MOSE-EXTERNAL LEAN. THE TELEMETRY BATTERY FAILED MMEN NO VOLTAGE OUTPUT COULD BE MEABURED AFTER ACTIVATION. FAILURE MAS CAUSED BY INSUMPICIENT GAS PRESSURE TO INFLATE THE BLADDER AND FORCE THE ELECTROLYTE INTO THE BATTERY C CHES TO THE STORAGE TAME. CHES TO THE STORAGE TAME. CHAS TO THE STORAGE TAME. CHAS TO THE STORAGE TAME.	EN NO VOLTAGE OUTPU' THE BLADDER AND FOR H A DEEP BCRATCH UNG HAE AND 118 BUSPECTI	COULD BE MEASURE IE THE MASHER WHI IER THE MASHER WHI IC CAUSE.	D AFTER ACTIVATION. : INTO THE BATTERY C :RE THE BLADDER ATTA	
	H4-98-84-8468-C BATTERY	FAR 87-06348-1	635424 CTR	YES EAGLE-PICHER NO MAR-4073	
FAILURE MODE-OUT OF TOLE. UM ALLOWED 18 84.5 VOLT8.	OF FOLEBANCE. LIGHTVEIGHT TELEMETRY BATTERY GAVE A VOLTAGE IMDICATION OF 34.8 VOLTS UMEN THE MIMIM Volts, Pailure analysis was canceled since the battery mill renain at etr for testims.	T GAVE A VOLTAGE IM E THE BATTERY MILL	SENAIN AT ETR FOR	FOLTS WHEN THE MININ TESTING.	

SENERAL BYNAHICS CONVAIR BIVISION

1001 NOT

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	DILLICATION WENTER-INDINGULATION OF DIFF. ALREGING	MENTATION SYSTEM"A	INBORNE	:			
BUB-BTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	2 E	VENDOR NANE VENDOR PART NO	
]		:
CORRECTIVE ACTION-MONE.	F-WAWE-A8-08-A	FAR	637	ETX	2 9	YES VARONEY	
DE-LEAK-B B OPENED OUT OF 1	FAILURE MODE-LEAR-BATTERY ELECTROLYTE MAB FOUND IN 8-1 POD AND 8-1 ENGIME AFTER THE BATTERY HAD BEEM USED, MHEN THE BATTERY HAS DEEM USED, MHEN THE BATTERY MAS OPENIO THE CASE WAS FOUND BATURATED WITH ELECTROLYTE, THE BATTERY IS DESIGNED TO PERMIT EXCESS ELECTROL TE TO LEAR OUT OF THE CASE.	AMO 8-1 ENGINE AFTE DLYTE: THE BATTERY	R THE BAT	ED TO PER	MIT 6	USED, MAEN THE XCESS ELECTROL	,
CORRECTIVE ACTION-OBIF	CORRECTIVE ACTION-OBTF ECPS 8481 AND 8481-R-1 MERE 188MED TO ORIENTATE THE BATTERY TO ELIMINATE THIS PROBLEM.	D CRIENTATE THE BAT	TERY TO E	LIMINATE	THIS	PROBLEM.	
INSTRUMENTATION-A/B POWER BOURCE	A-83-24-3802-C BATTERY-A-UL®	FAR 87-06181-1	21F 621208	£74-51	÷ 2	TES TARDMEY NO 2879	:
FAILURE MODE-UNIT FAILE ITM INSUFFICIENT FORCE T	ALLED DURING OFERATION. UNIT FAILED TO ACTIVATE DURING COUNTDOWN, OPENER MECHANISM GOUID FIRED WICE TO CAUSE DIAPHRAGH PUNCTURING.	CTIVATE BURLING COUN	TDOMM. OF	EMER MECH.	# F	N GREEN FIRED &	1
CORRECTIVE ACTION-UNKNOWN.	VEHIOR WAS INFORMED OF CAUSE OF	FAILURE.					
INSTRUMENTATION-A/B POWER BOURCE	16-98-64-95-66 BATTERY	7AR 87-06548-1	**100	E.	ž 6	VES EAGLE-PICHER NO MARADTS	***************************************
FAILURE MODE-OUT OF SPE	SPECIFICATION. FAILED TO PASS TESTS.						
CORRECTIVE ACTION-HONE-	CORRECTIVE ACTION-MONE-FAILURE AMALYBIS TO BE PERFORMED BY VENDOR.	ICHOOR.					
INSTRUMENTATION-A/B POWER BOURCE	H6-98-E4-8147F Batter-Heater	FAR 87-06348-1	3 001 39	ETA	₽ ₽	EASLE-PICHER Mar 4073	****
FAILURE MODE-FAIL DURIN USTY IN THE CIRCUIT, THE R IS AN INCONCLUSIVE TES	UMING OPERATION. FAILED WHEN AN CHMMETER CHECK OF THE BATTERY HEATER CIRCUIT DID NOT BHOW CONTIN THE FAILURE WAS NOT COMFIRMED. ANALYSIE SHOWED THAT TESTING THE SATTERY HEATER WITH A MULTIMETE TEST. AND HAS RESULTED IN THE REJECTION OF GOOD SATTERIES.	CHECK OF THE BATTE. BHOWED THAT TESTIM OF 6000 BATTERIES.	RY HEATER 6 THE BAT	CIRCUIT !	2 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	OT SHOW CONTIN	
CORRECTIVE ACTION-6DC PI	CORRECTIVE ACTION-6DC PERSONNEL AT ETR CHANGED PROCEDUME 89-93483-1; PARAGRAPH 5.3; TO PREVENT THIS TYPE OF REJECTI M.	Neckacker . 1-48414-	5.3. TO	PREVENT TI		TPE OF REJECTE	
		The second section of the second section of the second section	-			PA4E 0011	

SEMERAL DYNAMICS CONVAIR DEVISION

**** ***

FFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

	DITTING REVIEW-IRBITATION STRINGS OF STREET	UMENTATION SYSTEM'A	IRBORNE			
87 17EN 818- 8787EN	TESTAMEPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF T	BITE DIF	VEHICLE BITE PRI VENDOR MANE DATE DIF TIME BIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B POWER BOURCE	A-08-84-9081-Y WATTERY-06-018	FAR 87-06180-1	9f E	ETA Y	YES EAGLE-PICHER NO 6AP4848	•
FAILURE WOOE-FAIL TO OPE EMERGIZED. AMALTAID BHON 6. S. A COMBINATION OF 1 M THE BOUID.	FAILURE WOOE-FAIL TO OPERATE AT PRESCRIBED TIME. THE BATTERY SHOWED NO OUTPUT AFTER THE ACTIVATION CIRCUIT HAJ BEEN Energized. Analysis shows that 3 possibilities could Explain the Failure. 3. An ageing problem, 8. Extensive Testin 6. 3. A COMBINATION OF 1 AND 2 VENDOR ANALYSIS SHOWED AN ABEING PROBLEM. AGGRAVATED BY HIGH TEST CURRENTS EXISTS WIT M THE BOULS.	V BHOMED NO OUTPUT N THE FAILURE, 1. A ING PROBLEM: AGGRAV	APTER THE AC N AGEING PRO ATED BY HIGH	TIVATION 36LEM. B.	CIRCUIT HAJ BEEN EXTENSIVE TESTIN RRENTS EXISTS WIT	
CORRECTIVE ACTION-THE VI	CORRECTIVE ACTION-THE VENDOR WILL V.J.E. A NEW 80UIB IN WHICH THE MATCH MATERIAL IS HERMETICALLY SEALED TO PREVENT INT Eraction of the Match Material and the other 80UIB COMPONENTS.	THE MATCH MATERIAL B.	IB HERMETIC.	HILY BEAL	ED TO PREVENT INT	
INSTRUMENTATION-A/B POWER BOURCE	ETR LOCAL REPORT/P2-4CO-04-178 BATTERY	COMPOSITE-S FACT 87-06350-3	1790 18 62082		YES EAGLE-PITCHER NO PITSA	18787
FAILURE MODE-LEAK-EXTERNAL FOLLOWING ACTI.	FAILURE MODE-LEAK-EXTERNAL FOLLOWING ACTIVATION ELECTROLYTE LEAKAGE WAS MOTED.	LEAKAGE WAS HOTED.				
VEHICLE EFFECT-COMPOBITE DELAYED.	£ DELAYED.					
CORRECTIVE ACTION-RENOV	CORRECTIVE ACTION-REMOVED BATTERY AND REIMSTALLED BATTERY BINULATOR CABLES, (FAR 98-14-138).	INULATOR CABLES. OF	AR 88-14-13		YES YARDNEY	*****
INSTRUMENTATION-A/B	とうじょう かんしゅう かんじゅう 大学 にっこう かんしゅう 大学 はいかい 大学 はいかい かんしゅう しゅうしゅう しゅう				NO 18XPA3-88	
FAILURE MODE-LEAK-EXTER MISSILE AFTER THE BATTE CH THAT IT WILL ALLOM ER	FAILUNE MODE-LEAK-EXTERNAL-TWO BATTERIES FAILED ON 7 AND & AUBUST, 1982, RESPECTIVELY, ELECTROLYTE MAS FOUND ON THE Missile after the batteries had been used and removed. The pailures were confirmed. The design of the batter is su ch that it will allow excess electrolyte to lear out of the battery cale.	AUGUST, 1982, RESPE FAILURES WERE CONT BATTERY CALE,	CTIVELY, EL RMED. THE D	ECTHOLYTE	WAS FOUND ON THE THE BATTERY IS BU	
CORRECTIVE ACTION-OBTF ECF 848 BBILE TO ELIMINATE THE PROBLEM.	CORRECTIVE ACTION-OBIF ECF 8485 AND 8485-R-5 WERE 188UED TO PROVIDE FOR THE RE-ORIENTATION OF THE BATTERY ON THE ME SILE TO ELIMINATE THE PROBLEM.	PROVIDE FOR THE RE		20 THE	BATTERY ON THE MA	·
INSTRUMENTATION-A/B POWER BOUNCE	H6-98-24-274F Batter	7 A R 7 - 0434 8 - 1	3 002039	E 13	NO EAGLE PICHER NO MARADTS	:
FAILURE MODE-OUT OF TOL	FAILURE MODE-OUT OF TOLERANCE. IMPROPER MANDLING AND PROCESSING CAUSED FAILURE.	IBING CAUSED FAILUM	.•			
CORRECTIVE ACTION-DEBIG	CORRECTIVE ACTION-DESIGN SROUP RESUESTED ON AUGUST 17, 1962 REVISION TO PROCEDURE ST-93493-1 ON BATTERY MANDLING AF Ter activation and prior to load test battery heaters shall se activated for a minimum period of one hour.	REVISION TO PROCEC SE ACTIVATED FOR A	UNE BT-6348 MINIMUM PER	1-1 OK 00 1-1 OK 00 OK 0	BATTERY MAMOLING AF OME HOUR,	
					PACK GO13	

SEMERAL DYNAMICS CONVAIR BIVISION

DISTICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	MILORETE, ESTA, D. CONTROLLES CON	ALMINITON STRICT					
ATATEM BUB-SYRTEM	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	817E 71ME 01F	PRI V	VENDOR NANE ENDOR PART NO	
INSTRUMENTATION-A/B POWER BOURCE	A-98-24-23IF 10 RPS COMMUTATOR-MOTOR	FAS	\$6 070 39	CT.	VES REED AND REESE No 1888485-33	ND RECSE 15-33	100
FAILURE MOG-ELECTRICAL A A CONTINUITY CHECK WAS MAI AINTAINED COMSTANT SPEED 1 CORRECTIVE ACTION-MOTOR 9	RICAL SHORT DURING BENCH TEST IN LABORATORY, FAILURE CAUSED COMMITATOR MOTOR SPEED TO FLUCTUATE, WAS MADE AND IT MAS FOUND THAT A MIRE WAS SHORTED TO THE SHIELD OF THE WIRE, MOMEVER, THE MOTOR M SPEED TO SPEC, REQUIREMENTS, CAUSE OF FAILURE COULD NOT BE COMFIRMED. WOTOR REPLACED WITH IMPROVED MOTOR EFFECTIVE DEC 1981.	FAILURE CAUSED . SHORTED TO THE SHI. URE COULD NOT BE C.	COMMUTATOR ELD OF THE OMFIRMED.	MOTOR &	PEED TO PLU OMEVER: THE	CTUATE, MOTOR H	
INSTRUMENTATION-A/B	AA6E-00507P4-4CO-06-F1 BATTERY, ATLAS TELEMETRY NO. 1	COMPOSITE-3 FACT 87-06358-1	1040	¥ 9.	YES YARDNEY NO P1786	>	******
FAILURE MODE-OUT OF EXPECT ECREASED TO 30, THE REDLINE LERANCE MAIGH MAS & S TO 30.	F EXPECTED TEST VALUE. UPOM ACTIVATION THE OPEN CIRCUIT VOLTAGE MAS SI. MORMAL IS 33.5. VOLTAGE D : Redline. Them impreased to 30.5 and stabilized. Battery delivered as volts loaded. Within the to :s to 30.	COFEN CIRCUIT VOLT	ACE WAS SE	. MORMAL WOLTS LO	18 33.5. V 10co, Withi	OLTAGE D N THE TO	
SYSTEM EFFECT-OPERATION TOO LOW.	700 LOM.						
VEHICLE EFFECT-HOME.							
CORRECTIVE ACTION-NOME.							
IMPRUMENTATION-A/B	A-90-E4-247-F BATTERY	FAR RT-06348-1	*02020	A 148	VES EAGLE PICHER NO	FICHER	0700
FAILURE MODE-OUT OF TOLES DECREASE TO ES.7 VOLTS WIT FAILURE NOT COMPIRMED.	FAILURE MODE-OUT OF TOLERANCE. BUBJECT 3 BATTERIES FAILED THAT PORTIOM OF LOAD TEST WHICH STATES THE VOLTAGE SHALL Decrease to es.7 volts within 6.5 sec after application of Load and shall be between 86.6 and 29.7 volts therefer. Failure mot compished.	AT PORTION OF LOAD AD AND SHALL BE BE'	TEST MHIC THEEN 86.6	A STATES AND 28.3	THE VOLTAGE T VOLTS THE	E BHALL Reafter.	
CORRECTIVE ACTION-MONE, P	FAILURE NOT COMFIRMED.						4
INSTRUMENTATION-A/B	H6-98-24-374-F BATTERY	FAR 87-06346-1	002020	CTR-J	NO EAGLE-	EAGLE-PICHER	
FAILURE MODE-OUT OF TOLES ED-7 VOLTD. THE BATTERY MA	FAILURE MODE-OUT OF TOLERANCE. THE BATTERY VOLTAGE DROPPED TO 28.5 VOLTO DURING PRELOAD TEST, SPECIFIED 18 26.8 TO 89.7 VOLTO. THE BATTERY WAS IMPROPERLY LOADED WITHOUT ACTIVATIMS THE HEATER TO BRING IT UP TO OPERATIMS TENPERATURE.	O 25.5 VOLTA BURING INC THE HEATER TO (PRELOAD .	1681. BP	COFIED 18.	26.8 TO ERATURE.	٠
CORRECTIVE ACTION-HIBBILE MEIGHT TELEMETAY BATTERY H	CORRECTIVE ACTION-MIDDILE ELECTRICAL DEDIGM GROUP (MEMO 62-661-7-70 DATED 17 AUGUDT 1962) REGUEDTED THAT THE LIGHT Weight telemetry battery hampling procesoure (87-03493-3) be revised to reguire that heaters be activated for a Min	61-7-78 DATED ST AN	7845 1962 That Meat	AKOUCA)	IED THAT TH	E LIGHT A A MINI	
						PAGE GOSS	

SEMERAL DYNAMICS CONVAIR DIVISION

CORAVIN DIVIDOR

9900 207 20	DIPTICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	RUMENTATION BYBYEH'	INBORM				
本で本子だ成 単心第一条で表示	PESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	PRI	VENDOR NAME VENDOR FART NO	r,
NUN OF ONE HOUR PRIOR TO	LOAD TEST.						*3545
INSTRUMENTATION-A/B POWER SOURCE	F- 661-45-864	FAR 87-06161-1	32E 611110	#13	9 0	TEB EAGLE-PICHEA	******
FAILURE MODE-ERRATIC OFF AND D SHORTEN TO CASE. I ATTERY THAT OFERATES IN	FAILURE MODE-ERRATIC OFERATION OF VOLTAGE OUTPUT WAS REPORTED DURING COUNTDOWN. LABORATORY CHECK SHOWED PIN A: B. AND D SHORTEN TO CASE, LATER ANALYSIS DID NOY CONFIRM FAILURE. BATTERY MAY HAVE BEEN 187D OM BUSPICIOM AS ANOTHER ATTERY THAT OPERATES IN COMJUNCTION WITH THIS ONE DID FAIL.	TED DURING COUNTDOWNING. BATTERY MAY MAY	I. LABORATO IE BEEN 18/	AY CHECK D ON BUST	81010 1C10	CO PIN A: B: C	
CORRECTIVE ACTION-NONE	TAKEN, BATTERY DID MOT FAIL,						
INSTRUMENTATION-A/B POWER BOURCE	A-88-16-16-16-16-16-16-16-16-16-16-16-16-16-	FAR 87-06161-1	32E 611110	ET R	2 Q	VES EAGLE-PICHER NO	****
FAILURE MODE-ELECTRICAL BHOR 8 A. B. C. AND D BHORTED TO CA COMPLETELY OFFM AB REBUIRED.	FAILURE MODE-ELECTRICAL BHORT. OCCURRED MHEN VULTAGE DROP MAS NOTED DURING COUNTDOWN. A LABORATORY CHECK SHOWED PIN 8 A: B: C AND D SHORTED TO CASE. AMALYSIS CONFIRMED AN INTERNAL SHORT AROUND MONITCR SHITCH WHICH HAD FAILED TO BURN COMPLETELY OPEN AS RESUIRED.	AAB NOTED DURING COURING HAL SHORT AROUND MG	MITCH BUIT	LABORATOS CH WHICH	HAD 1	CCK SHOWED FIN FAILED TO BURN	
CORRECTIVE ACTION-THE W	CORRECTIVE ACTION-THE VENDOR WAS MOTIFIED OF THE SWITCH PROBLEM AND 18 INCORPORATING A SWITCH OF MEN DESIGN IN ALL Uture batteries.	DELEN AND 18 INCORPO	RATING A S	METCH OF	3	DESIGN IN ALL	
INSTRUMENTATION-A/B POWER SCURCE	AA61-D124/PS-SCO-D1-26 TLH BATTERV MARMESS CONNECTOR	COMPOSITE-S FACT	26C 610818	2	# Q		***
FAILURE MODE-OUT OF TOLI	FAILURE MODE-OUT OF YOLKRANCE, HARNESS COMMECTOR FOR TLM 3 BATTERY WAS CLOCKED 180 DEGREES FROM MORMAL FOSITIOM. RHESS WAS NOT OF SUFFICIENT LEMGIN TO ALLOW INSTALLING MITH COMNECTOR SACKSHELL POINTIME FORWARD INSTEAD OF AFT.	BATTERY MAS CLOCKED CONNECTOR BACKSHELL	NO DECRE	FORWARD 1	PORTE/	POSITION. NA	
EVATEM EFFECT-MONE.						. 🚾	
CORRECTIVE ACTION-NECEDA	CORRECTIVE ACTION-MECESSARY LENGTH ADDED TO MANNESS TO PERMIT INSTALLATION.	IIT INSTALLATIOM.				e uname e e e e e	
INSTRUMENTATION-A/B	88-14-185 BATTERY	FAR 87-06161-1	610706	ETR-13	1 g	YES EAGLE PLICHER NO	•
FAILURE MODE-FAIL DURING MD PLATE COMMECTION PINS	FAILURE MODE-FAIL DURING OPERATION, FOLLOWING ACTIVATION OF THE BATTERY EXCESSIVE VOLTAGE WAS MOTED. THE FILAMENT A MD PLATE COMMECTION PINS WERE REVERBED. THE PAILURE WAS THE RESULT OF A MANUFACTURING DEFECT.	THE BATTERY EXCESS REBULT OF A MANUFAC	IVE VOLTAG TURING DEF	E WAS HOT	9	INE FILANENT A	
CORRECTIVE ACTION-PREBEN	CORRECTIVE ACTION-PREBENT INVESTIGATION OF THE PROBLEM ENCOUNTERED ON THE BATTERY INDICATES THAT THIS BATTERY MAS O	NUMBERED ON THE BATT	ERY INDICA	1E8 THAT	# E	BATTERY MAS O	
						PASE 0014	

SENERAL DYNAMICS CONVAIR DIVISION

**** ****

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORME

	992918	993745					605509								
PRI VENDOR HANE OVH VENDOR PART NO			FILAMENT AND B-P RMALLY IN THE BA				* TARDMET	SS THE S PLUS SE ROUND THE POSITI	R FEB 1. 1061 BY		LINE VALUE.			TES TARDHET NO	TS APPROXIMATELY LAMENT CELLS WER
VENICLE BITE PRI DATE DIF TIME DIF OVE	H OFERATION WAS INC	EKE 18 YES 610706 -4800 MO	INDICATED THAT THE WERE REVERSED INTE				13E ETR TE: 610313 NO	IRCUIT VOLTAGE ACRO ECINOLYTE LEARAGE A	ATTERIES BUILT AFTE BATTERY CASES.	13E 13 TES 610310 -8100 NO	OM JPEN CIRCUIT RED			660 ETR YES	DLTAGG READ 3.4 VOL TONS OF THE FOUR F1 LAMENT CELLS.
DIF DATA BOURCE V	ECTION. AN INSPECTION TERMES FOR CORRECT	COUNTDOMN	TED, METER RIADINGS ENT AND 8-PLUS LEADS				FAR 27-06161-1 6	TIVATION, THE OPEN C FAILED SECAUSE OF ELI	CLECTROLYTE LEAKAGE, ALL TLM BATTERIES BUILT AFTER FEB 1, 1961 BY BEPOME BEING INSTALLED IN THE BATTERY CASES.	COUNTDOMN 1.	VOLTAGE DROPPED BELL			FAR 27-06358-5 6	WHEN THE PILAMENT W THE MISSILE, THE BOT IDE OF TWO OF THE PIL
TEST/REPOAT HUMBER FAILED COMPONENT NAME	. IN PLANT BURYET COMOUCTED BY RECEIVING INSPECTION. AN INSPECTION OPERATION WAS INCORPORATED INTO R ON PROCEDURES IN APRIL 1981: TO CHECK OUT BATTERIES FOR CORRECT WIRING.	AA81-0081/P8-801-00-88 TELEMETRY BATTERY	OF TOLERANCE. WHEN TLM E BATTERY WAS ACTIVATED, METER READINGS INDICATED THAT THE FILAMENT AND 8-P Improper. Subbesuently found that the Filament and 8-plus leads were reversed internally in the Ba	ATION.	ELAYED 118 MINUTES.	ENT BATTERY INSTALLED.	98-84-111 94-11537	FILLURE MODE-FAILED DURING OFERATIOM. ABOUT & HOURS AFTER ACTIVATION, THE OPEN CIRCUIT VOLTAGE ACROSS THE S PLUS SECTION OF THE LIEN SATTERY DROPPED TO ZERO VOLTS, THE BATTERY FAILED SECAUSE OF ELECTROLYTE LEARAGE AROUND THE POSITI VE S PLUS TERHINAL.		AA61-0032/23-501-00-19 Telemetry Battery	OF SPECIFICATION OR TOLERANCE. RF & SATTERY VOLTAGE DROPPED SELOM OPEN CIRCUIT REDLINE VALUE.	THATTOM DELAYED 123 MINUTES.	MEPLACED.	88-34-076 BATTERY	UCTUFAL. THE BATTERY WAS REJECTED IN THE LAS WHEN THE PILAHENT VOLTASG READ 3.4 VOLTS APPROXIMATELY TIANSON, THE BATTERY HAD SEEN ACTIVITED ON THE NISSIE. THE BOTTONS OF THE FOUR FILAMENT CELLS WERESIVE HEAT. A MOLE WAS SURMED THROUGH THE SIDE OF THE FILAMENT CELLS.
BUS - STATEM	VER LOOKED DURING IN PLANT	INSTRUMENTATION-A/B A/	FAILURE MOCE-OUT OF TOLERAL LUB VOLTAGEB MERE IMPROPER. TTERT COMMECTOR.	STATEM EFFECT-EARATIC OFERATION.	VEHICLE EFFECT-COUNTDOWN DELAYED 118 MINUTES.	CORRECTIVE ACTION-REPLACEMENT BATTERY INSTALLED.	INSTRUMENTATION-A/B 91 POWER BOURCE 9	FAILURE NODE-FAILED DURING CTION OF THE ITEM BATTERY DI VE S PLUS TERNINAL.	CORRECTIVE ACTION-TO PREVENT FUTURE OCCURINCES OF YARDNEY WILL BE COMPLETELY DIPPED IN POLYURETHANE	INSTRUMENTATION-A/B A. POWER SOURCE	_ :	VEHICLE EFFECT-COUNTDOWN DELAYED	CORRECTIVE ACTION-BATTERY REPLACED.	INSTRUMENTATION-A/B 98	FAILURE MODE-BTRUCTUFAL. TO B MOURD AFTER ACTIVATION. I E WARPED FROM ENCESSIVE HEAT

SEMERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRSORME

754474	COLUMN APPEARANCE OF THE PROPERTY PROPE	MENIATION STRIKE	+	3419	VENDOR MANE	
# C # - 0 - 4 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	FAILED COMPONENT MANE	FART NUMBER		•	VENDOR	
CORRECTIVE ACTION-REDUCED	COMRECTIVE ACTION-REDUCED ACTIVATED STAMD TIME IMPOSED AND PROCUMEMENT RESULATED.	ROCURENENT RESULATE			·	:
INSTRUMENTATION-A/B POWER BOUNCE	88-84-077 BATTERY	7.A.B	640 CTR	_	YES TARDMEY MO	
FAILURE MODE"CONTANIMATIO AFTER THE BATTERY HAD BEEN CORK LIKE MATERIAL MHICH C	FAILURE WODE-CONTANIMATION. DURING THE COUNTDOWN THE MONITOR CIRCUIT SMITCH FAILED TO OPEN FOR AT LEAST SD MINUTES AFTER THE BATTERY HAD SEEN ACTIVATED. CAUSE OF THE FAILURE WAS DUE TO THE ELECTROLYTE NANIFOLD BEING CLOGGED WITH A CORK LIKE MATERIAL WHICH CAUSED A BACK PRESSURE THAT HELD THE MONITOR SMITCH CLOSED.	I CIRCUIT BMITCH FAI IS DUE TO THE ELECTE I MONITOR BMITCH CLC	LED TO OPEH IOLYTE NANIF 18ED.	FOR AT LE.	IST BO MINUTES LOGGED WITH A	
CORRECTIVE ACTION-REDUCED	CORRECTIVE ACTION-REDUCED ACTIVATED STAND TINE IMPOSED AND PROCUREMENT REGULATED.	ROCUREHENT REGULATE	.0.			
INSTRUMENTATION-A/B	AEGD-0466/FC-4CO-01-38 WIRING	COMPOST TE-FACTORY	320	22		:
FAILURE MODE-FAIL DURING EL DECREASED TO ACCEPTABLE PERLY GROUNDED AND BLIELDE	FAILURE MODE-FAIL DURING OPERATION. CHANNELS 15 AND E CONTAINED EXCESSIVE NOISE UP TO 10 PERCENT 18M. THE MOISE LEV El decreased to acceptuble limits after power changedyer from internal to external. The moire was caused by an impro Perly grounded and beilded dattery bimulator cable.	INCO EXCESSIVE NOISE I INTERNAL TO EXTERN	. UP TO 18 P	ERCENT 18W. RE WAS CAUT	TO 10 PERCENT IBM. THE MOISE LEV THE MOISE WAS CAUSED BY AN IMPRO	
STREM EFFECT-ERRATIC OPFRATION.	RATIOM,					
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RESCHEDULED, POST- COMPOSITE TESTING MAS REGULAED.	S MAS RESULRED.				
COMMECTIVE ACTION-BATTERY THAT THE SOUNCE OF THE NO	CORRECTIVE ACTION-BATTERY SIMULATOR CABLE MAS PROPERLY GROUNDED AND SHIELDED. A TEST BATTERY MAS UTILIZED TO VERIFY That the source of the moise was not missileborne.	DEG AND BHIGLDED. A	TEST BATTE	NY WAS UTS	IZED TO VERIFY	
INSTRUMENTATION"A/B	98-84-046 847ERY	FAR R7-06356-5M	420 ETR 60030E	·	YES YARDHEY HO	*1000*
FAILURY MODE-ELECTRICAL, B BATTERY NAS SMITCHED TO IN AT THE BOITOM, BATTERY FAI	FAILURY MODE-ELECTRICAL SHORT. THE FILAMENT POWER BE:TION OUTPUT VOLTAGE DROPPED TO 2.9 VOLTS: UNDER LOAD WHEN THE BATTERY EACTION MERE WARPED AT THE SMITCHED TO INTERNAL AT THE MARKED IN THE FILAMENT VOLTAGE BATTERY SECTION MERE WARPED AT THE BOTTOM. BATTERY FAILURE WAS GAUSED BY A SHORT TROUT IN ONE CELL OF THE FILAMENT SUPPLY SECTION.	IPUT VOLTAGE DROPPE LB IN THE FILAMENT IN ONE CELL OF THE	D TO 2.9 VO VOLTAGE BAT FILAMENT BU	LTS, UNDER LO TERY BECTION : PPLY BECTION,	UNDER LOAD WHEN THE SECTION MERE WARPED SECTION,	
CORRECTIVE ACTION-INVEST: TYPE OF FAILURE.	CORRECTIVE ACTION-INVESTIGNTE THE SUALITY CONTROL METHODS AT THE VENDORS PLANT TO PREVENT FUTURE OCCURRENCE OF THIS TYPE OF FAILURE.	THE VENDORS PLANT	TO PREVENT	FUTURE OCCI	HRENCE OF THIS	
INSTRUCENTATION-A/B FONCE BOURCE	#146298/98-401-0C-99	COUNTDOWN	240 12 201104 -1	13 7ES		-
FAILURE MODE-OUT OF BFECTI	OF SPECIFICATION, INDICATING BELOW THE UNLOADED REDLINE VALUE 6.8 V FOR FILAMENT VOLTARE.	AGED REGLINE VALUE	6.6 V FOR F	ILAMENT VOI	. 44 65 .	

SENERAL DYNAMICS CONVAIR DIVISION

.

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORME

4444		OTE SATA SQUEEZ	News Cold	32.19	SHAM GOODS WANT	_
#31-#4-#5#	FAILED COMPONENT NAME	PART NUMBER	DATE 01F T	1146 017	- ,	
STRIEN EFFECT-OPERATION TOO LOW.	TOO LOW,					•
VEHICLE EFFECT-COUNTDOWN	OUNTDOWN DELAYED. SE MINUTES HOLD AND SE MINUTES RECYCLE.	HUTER ACCYCLE.				
CORRECTIVE ACTION-REPLACE TELEMETRY BATTERY.	G TELEMETRY BATTERY.	,				
INSTRUMENTATION-5/8	FTAGEGS/F1-401-00-86 Battery-telemery	COUNTDOWN	240 1 591029	11-1800	7E8 80	4044
FAILURE MODE-ERRATIC OPE	IATIC OPERATION-TELENETRY BATTERY MAS EXHIBITING ERRATIC VOLTAGE VARIATIONS.	TING ERRATIC VOLTAG	E VARIATION	•		
STREM EFFECT-ERRATIC OF	HATIC OPERATION-DEGRADATION OF DATA BUALITY.					
VEHICLE EFFECT-COUNTDOWN	OUNTDOWN DELAYED. 81 MINUTE HOLD AND 15 MINUTE RECYCLE.	JTE RECYCLE.				
CORRECTIVE ACTION-REPLACED TELEMETRY BATTERY.	ED TELEMETRY BATTERY.					*****
INSTRUMENTATION-A/B POMER BOURCE	DA95/A1-401-00-18 BATTERY	rar	190	-4-1	7C\$	******
FAILURE MODE-FAIL DURING	FAILURE MODE-FAIL DURING OPERATION, IRRE BATTERY FAILED DURING THE TERT.	ING THE TEST.				
STRIN EFFECT-MOME-EXTER!	STATEM EFFECT-MOME-EXTERMAL POWER WAS SUPPLIED TO THE TELEMETRY SYSTEM THROUGHOUT THE TEST.	CTRY SYSTEM THROUGH	OUT THE 168	÷		
VEHICLE EFFECT-MOME,						
COMMECTIVE ACTION-REPLACED BATTERY.	ED BATTERY.					
INSTRUMENTATION-A/B POWER SOURCE	PAR Harness instrumentation range bafe 27-11354-1 TV System	FAR 27-11304-1	30000	E 7.3	7E.8 MO	•
FAILURE MODE-FAIL DURING AWAT FROM THE INTERNAL PT THEIR INTERNAL PINS WHEN	FAILURE MODE-FAIL DURIMS OFFRATION-FIN 8 MAS PRESENT-ITS SLEEVE MAS MISSING. IT APPEARED THAT THE SLEEVE HAD PULLED Awat from the internal pin and was lost at some previous demate of the connector. Two more bleeves were pulled from Their internal pins when the connector plastic inserts were separated.	TEVE WAS MISSING. I.	T APPEARED OR. THO HOR	THAT THE E BLEEVE	BLEEVE HAD PULLED WERE PULLED FROM	
CORRECTIVE ACTION-CONVAIN	CORRECTIVE ACTION-CONVAIR HAS RECOMMENDED TO STL THAT THIS CONNECTOR SE CHANGED TO A MORE RELIABLE TYPE.	CONNECTOR BE CHANGE!	D TO A MORE	RELIABL	C TYPE.	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC ERS	FRANSDUC CHOKE, FILTER	601018-8	2/09 08-90-89		YES OECO NO 10761	

FAILURE MODE-OUT OF TOLERANCE-DURING ELECTRICAL CHARACTERISTICS TEST, FOLLOWING THERMAL SHOCK TEST, THE IMDUCTANCE MEASURED TO BE 0.87 MENRIES ON A FREED, MOD, SISDAB SHOUTSANCE BROUCTANCE SHOULD BE GREATER THAN 1.0 HEN AT. CAUSE WAS DUE TO CHOKE BUILT TO 8 VOLT, 4DDCP8. SPEC CONTROL DRAWING REGUIRES 5 NYMIN AT 2Y, 4DDCP8.

PA6E 0017

SEMERAL DYNAMICS CONVAIR DIVISION

18 JUN 1888

*****	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSONNE	UMENTATION SYSTEM'A	I RBORNE				,
BYBYEN BUB-BYFYEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	P R S	VENDOR HANE VENDOR PART MO	-
							00200
CORRECTIVE ACTION-ENTIRE L. GOCPS. SPEC. CONTROL DRAWIN CTCTH NO. 551-4-048	CORRECTIVE ACTION-ENTIRE LOT WAS TESTED 1001 AT BY, 400CPS. CAR 6136 SENT TO OECO TO COMPLY WITH 1.0 MYNIN AY BY. ODCPS. SPEC. CONTROL DRAWING REVISED TO ACCEPT 0.68 MY MIN AT BY 400CPS AFTER EXPOSURE TO ENVIRONMENTAL TESTS. REF. CTCTH NO. 831-4-048	CAR 6126 SENT TO O T BY 4DDCPS AFTER E	ECO TO COM XPOBURE TO	FLY WITH ENVIRON	1.0	TESTS. REF.	
PPSTAUMENTATION-A/B TELEMETRY BET AND TRANSOUC T ERS	AEE1-0783/83-401-00-131 Transoucer	PLIGHT	220099 980998	5768-3 106	2 Q	VES BOURNS NO	******
FAILURE MODE-FAIL DURING O	DURING OPERATION. THE VE AND VS YAM MEABUREMENTS FAILED AT 188 AND 151 SECONDS RESPECTIVELY DUE.	REMEMTS PAILED AT 1	08 AND 151	8ECOND 8	HEBE	ECTIVELY DUE T	
BYBJEM EFFECT-MOME.							
VEHICLE EFFECT-MOME.							
CORRECTIVE ACTION-THE YERN	TERMIER CLAMSHELL WAS INCORPORATED.				İ		
INSTRUMENTATION-A/B 6 TELEMETRY SET AND TRANSDUC P ERS	6945363 PRESSURE TRAMBOUCER	UTP-PET 69-01008-88	E 2000	3/09	2 0	BOURNS EDGT371704	2000
FAILURE MODE-JUT OF TOLERA PS VIGNATION FAESUENCY DURI: R.S PERCENT F.S. 6/M 403-37	FAILURE MODE-JUT OF TOLERANCE, DURING X-AXIS VIDRATION, MINUS 4 PERCENT F.S. SFIRES MERE OBSERVED BETWEEN SOD-SSG PS VIGRATION FAESUENCY DURING THE INCREASING SWEEP. THIS FAILURE DID NOT REPEAT. MAXIMUM ALLOWABLE IS FLUS OR MINUS E.S PERCENT F.S. 6/M GUS-1752, PET LOT 710-8.	A PERCENT F.S. S.	PIRES WERE * MAXIMUM	OBBERVEC ALLOWABLE	# # # # # # # # # # # # # # # # # # #	PLUS OR MINUS	
CONTECTIVE ACTION-CORRECTI	CORRECTIVE ACTION NOT COMPLETED.					ernausie ete Albananian, perinterrapione Alba	
INSTRUCTORTION-A/B TELEMETTY ACT AND TRANSDUC P ERB	66.C5099.1 Pressure Transducer	**************************************	640410	3/Q 9	55	BOURNS	0 0 1 0 0 0
FAILURE MODE-DUBING THE FIL AT BOD PRIA DECREASING, TH MCE ALLOMED IS PLUS OR MINU "E.	G THE FINAL PROCE CYCLE AN OUT-OF-TOLERANCE READING W.S NOTED WHEN THE TRANSDUCER WAS PRESSURIZED SING. THE TREORESTICAL READING WAS 61.39. THE TOLERA OR NINUS, 1.0 PERCENT, PLUS OR NINUS, 1.0 PERCENT, PLUS OR NINUS, 1.0 PERCENT, PET LOT TID	TERESTME WAS MOTE BURE IS 60,00. THE PERCENT FOR INSTRU	D WHEN THE ACTUAL RE MENT ERROR	TRONBOUK ADING WAI	# # # # # # # # # # # # # # # # # # #	IS PRESSURIZED SO THE TOLERA P. PET LOT 750	
CORRECTIVE ACTIOM-CORRECTIVE ACTION NOT COMPLETED.	VE ACTION NOT COMPLETED.						
						•	
A STATE OF THE STA						PASE 0010	 -

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION SYSTEM"	A I R B OR HE				
BUB-9787EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	# E	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B 69A5363 TELEMETAT DET AND TRAMBDUC PRESDURE TRANSDUCER Erb	COASSES PRESSURE TRANSDUCER	UTP-PET 60-01003-33	609099	5/09	2 2	BOURNS 2007371704	***************************************
FAILURE WOOE-AFTER ISPT, THE EADS. S/M 605-3746, PET LOT 71	THE PRESSURE FITTING THREADS WERE FOUND TO BE GALLED AFTER BACKING THE B NUT OFF THESE THR 37 710-6.	FOUND TO BE GALLED	AFTER BACK	ING THE	2	OFF THESE THR	
CORRECTIVE ACTION-THE SPE. ACTION NOT COMPLETED.	CORRECTIVE ACTION-THE SPECIMEN WAS REJECTED FOR DEFECTIVE PRESSURE PORT THREAD (VENDOR RESPONSIBILITY). CORRECTIVE	RESSURE PORT THREAL	CVENDOR I	ESPONSIB	LITT	. CORRECTIVE	
INSTRUMENTATION-A/8 69CS TELEMETRY SET AND TRANSOUC PRZS	69C5D6R PRESSURE TRANSDUCER	UTP-PET 69-01004-155	986099	5/09	4 C	WIANCKO 100308133	90000
FAILURE MODE-OUT-OF-TOLERANCE, BURING THE SPECIMEN OUTPUT CHANGED FROM 2.524	TANCE. BURING VIBRATION TEST: AT APPROXIMATELY 18 CPS OF THE RETURN SMEEP (2000 TO	PROXIMATELY 19 CPB 605-0601.	OF THE RE!	IZMB MZM.	8	10 10 3 CF8),	
CORRECTIVE ACTION-CORRECTIVE	TIVE ACTION NOT COMPLETED.						
INSTRUMENTATION-A/B 69CS TELEMETRY BET AND TRANSOUC PRES ERB	PRESOURE TRANSOUCER	UTP-PET 69-01004-133	66 0910	5/09	# Q	MIANCKO 100308-133	0.000
FAILURE WODE-CALIBRATION OUT PBIA. THE MAN. ALLOWABLE 18 PL /N 6040588. PET LOT 71G-2.	OUT OF TOLERANCE. THE MAX. ERROR DURING CALIBRATION WAS 1.28 PERCENT FSO AT 3150 AND 3500 IS PLUS OR MINUS 1.00 PERCENT FSO. THE EQUIPMENT ERROR 18 PLUS OR MINUS 0.25 PERCENT FSO.	MING CALIBRATION V	145 1.28 PE 1 18 PLUS O	RCENT FBA	A 44	3150 AND 3500 PERCENT FAC. 8	
CORRECTIVE ACTION-CAR SISS DATED SIS, CORRECTIVE ACTION AND REWORK URE.	IS DATED 5-24-68 MAS BEEN ISSUED AND A PPR WILL BE SENT TO WIANCKO RESUESTING FAILURE ANALY PREMORK OF THE UNIT. THIS SPECIMEN FAILED IN IAT TESTINS, AND IS NOT CONSIDERED A PET FAIL	O A PPR WILL BE BE) PAILED IN IAT TEBI	IT TO WIANG	WIANCKO REGUESTING FAI AND 18 NOT CONSIDERED	67.1 NG 48.1 DE	FAILURE ANALY NEO A PET FAIL	
INSTRUMENTATION—A/B FELENETRY BET AND TRANSDUC : ERB	SLV-AS-24-5070F TRANSDUCE, PRESSURE,	FAR 69-01004-133	71-24	FACTORY		MIANCO 100300-133	•
FAILURE MODE-OUT OF SPECIFICA S REPORTED BUT: UNCONFIRMED:	FICATIOM. EXCESSIVE POSITIVE SHIFT DUE TO EXTREME SENSITIVITY TO TAPPING THE TRANSDUCER WAD.	DUE TO EXTREME SEN	BITIVITY 7	O TAPE	¥.	TRANSDUCER WA	
			ı		•	PAGE 0019	

8787EM 8UB-8787EM	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	TIME DIF	PRI VENDOR HANG OTH VENDOR PART NO	Г.	
- HOME.	BINCE THE REPORTED FAILURE WAS UNCONFIRMED.	FIRMED.				***************************************	
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMSOUC ERB	INSTRUMENTATION-A/B 69C4318 TELEMETRY BET AMD TRANSOUC DIFFERENTIAL PRESSURE TRANSOUCER ERS	UTP-PAT &7-01552-51	9 018099	7/09	YES MIANCKO NO 841D3-13	135066	
FAILURE MODE-THE OUTPUT MAS SE S.DDO VOLTS. THE READING SED TO MITH IM THE REGUIRED I	OUT OF TOLERANCE DURING THE CAL OBTAINED WHEN THE PRESSURE WAS 1.000 PLUS OR MINUS 0.050 VOLTS	IBRATION PORTION OF ISPT. AT 5.00 PSE. INITIALLY APPLIED MAS 4.796. THE OUTP WITH NO PRESSURE CHANGE. S/M 604044.	18FT. AT S A8 4.786. T ANCE. 8/N	S.OO FRID THE THE OUTPUT GAA 8040444.	5.00 PSID THE OUTPUT SHOULD THE OUTPUT GRADUALLY INCREA 8040444.	0.4	
CORRECTIVE ACTION-THE SPEC EN DEPENDENT ON PPR REPLY.	CORRECTIVE ACTION-THE SPECIMEN WILL BE BUBJECTED TO FAILURE ANALYBIS AT WIANCKO ON 6-9-52, FINAL CLOSE-OUT OF PROBL IN DEPENDENT ON PPR REPLY.	AHALYBIB AT WIANCK	35-6-9 NO 0	. FIMAL C	LOSE-OUT OF PROS		
INSTRUMENTATION-A/B 69ASESS TELEMETRY SET AND TRANSOUC ACCELEROMETER ERS	69A3E96 Aceleroweter	UTP-PET 7-01418-5	••0380 e	2/09	VES BORG-WARNER NO 9747	900313	
FAILURE MODE-THE OUTPUT FREBUE CLE B. PROOF CYCLE C FOLLOWING ALLOWABLE 18 PLUS OR HIMUS D.I . PET LOT 710-2.	FAILURE MODE-THE OUTPUT FREGUENCY MAS GUT OF TOLERANCE DURING THE LOM TENPERATURE TEST AND DURING RUM 2 OF ALLOMOSE TYCLE C FOLLOMING LCM TENPERATURE TEST INDICATED ERROR BAND OF PLUS 0.31 PERCENT TO MINUS D.DD ALLOMABLE IS PLUS OR MINUS D.15 PERCENT MAXINUM. SERIAL NUMBER PET LOT 710-2.	F THE LOM TENPERAT ERROR BAND OF PLU B OR HINUS D.15 PE	GRE TEST AN B G.SI PERC RCENT MAXIN	D DURING ENT TO MI UM. BERIA	MING RUI Z OF PROOF CY TO MINUS D.00 PERCENT. BERIAL NUMBER 604-0537		
CORRECTIVE ACTION-CORRECTIVE	TIVE ACTION NOT COMPLETED.						
INSTRUMENTATION-A/B 69A5298 TELEMETRY SET AND TRANSDUC ACCELEROMETER	69A5298 Acceleroweter	UTF-PET T-01413-5	9 705099	4 2/C	YES BORG-WARNER NO 8747	900316	
FAILURE MODE-DURING EXANINATIO DE) + AND MILONG), BERIAL HUNGER	FAILURE MODE-DURING EXANIHATION OF PRODUCT, DINENSIONAL-OUT-OF-TOLERANCES WERE OBSERVED ON DIMENSIONS A: L. M, NIWI E) - AND MILONG). BERIAL MUNGER 604-0537, PET LOT 710-2.	OF-TOLERANCES WERE	OBSERVED O	H DIMENSI	ONS A. L. M. NCH		
CORRECTIVE ACTION-TEBITING CONT VE ACTION.	· CONTINUED. VENDOR WILL BE NOTIFIED OF DISCREPANCIES AND REQUESTED TO TAKE PROPER CORRECTI	OF DISCREPANCIES	NO REGUEST	ED TO TAK	E PROPER CORRECT		
INSTRUMENTATION-A/B 69C43 TELEMETRY DET AND TRANSDUC DIFFEERD	69C4316 DIFFERENTIAL PRESSURE TRANSDUCER	UTP-FAT ET-0155E-35	660418 6	F 5/09	YES MIANCEO NO 54103-13	1	
FAILURE MODE-THE OUTPUT AT D PAID ABLE IS PLUS OR MINUS 5.0 PERCENT	FAILURE MODE-THE OUTPUT AT D PAID MITH INCREABING PRESSURE, RUN 3, HAD AN ERROR OF ALL IS PLUS OR MINUS 5.5 PERCENT FSV, STRTEN ERROR IS LESS THAN FLUS OR MINUS D.25	RUM S. HAD AN ERROHAM OR MINUS.		.30 PERCE [FBV. 8/	PLUS 1.30 PERCENT. MAXIMUM ALLOW PERCENT FBV. 8/N 6030441.		
					PASE 0020	٦	

SEMERAL BYKANICS CONVAIR SEVERION

9941 MAT 91

DIFFICULTIES AEVIEW-INSTRUMENTATION STRIEM-AIRBORME

			_	3444 600000	
# # # # # # # # # # # # # # # # # # #	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	DATE DIF TIME DIF	TIME DIP OTH VENDOR PART NO	
					1000
CORRECTIVE ACTION-CORRECTIVE ACTION-NOT COMPLETED.	IVE ACTION-NOT COMPLETED.				
INSTRUMENTATION-A/8	6804604	UTP-PAT	2/09 81808	YES SERVONI.1NST.1	***
TELEMETRY BET AND TRANSDUC	TRANSDUC ANG. DISP. TRANSDUCER - SCREW	# - #0010 - 			
FAILURE HODE - OUT OF TOLL ORQUE VALUE THE SCREW BROK ANDLING AT GOTCE AND DID W	FAILURE :-ODE - OUT OF TOLERANCE, THE CLAMP LOCK SCREM COMED NOT TIGHTEN THE CLAMP WITH 128 INCH- OUNCES: AT WHICH T ORQUE VALUE THE SCREW BROKE, 48 INCH-OUNCES IS THE NAXIMUM TORBUE ALLOMED. THE SCREW MUST HAVE BEEN DANAGED DURING H ANDLING AT GO/C: AND DID NOT EMIER THE SECOND BET OF CLAMP THREADS. S/N 2319303:	NOT TIGHTEN THE CL CRAUE ALLOWED. THE WREADS. S/N BIIDID	AMP WITH SES INCH- SCREW MUST HAVE BE	GUNCES: AT WHICH T EN DAMAGED DURING H	
CORRECTIVE ACTION - NOME. E BEEN CANAGED DURING NAND IS MEDED.	CORRECTIVE ACTION - NOME, BINCE THE UNIT PABBED THE CLAMPING LORBUE TEST DURING RECEIVING TESTS, THE SCREW MUST HAV E beem cambeed during handling, clamping torbue 18 checked on each unit during receiving lats thus no further action 18 mededs.	IS TORBUE TEST DURING	G RECEIVING TESTS. RECEIVING LAT: THE	THE BCREW MUST HAV IS NO FURTHER ACTION	
	apprintment was well and the second throughout the second description of the second se	HTD.BCT	440418 60/C	YES BORG-WARNER	411044
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	MENSOUS ACCELEROMETER	7-01413-3		NO 9747	
FAILURE MODE-DURING FAFT, THE A OF TOLERANCE CONDITIONS DURING ERCENT, SYSTEM ERROR IS PLUS OR	FAILURE MOSE-DUGING FAFT: THE EDG OVERLOAD TEST CAUSED A 3 TO 4 CPS SHIFT IN OUTPUT FRESUENCY WHICH RESULTED IN OUT OF TOLERANCE CONDITIONS DUSING RUM 3, MAXIMUM ERROR MAS MINUS D.35 PERCENT, ALLOMASLE ERROR IS PLUS OR MINUS D.15 P MCENT, BYSTEM ERHOR IS PLUS OR MINUS G.15 PERCENT, BERIAL NUMBER SOS-0351, PET LOT 71D-1.	TO 4 CPB BHIFT IN . HUB D.35 PERCENT. A	NUTFUT FREQUENCY WAS LOWABLE ERROR 18 (F LOT 710-1.	SICH RESULTED IN OUT	
COMMECTIVE ACTION-TESTIMS & COMPLETED THE YENDOR WIL	CORRECTIVE ACTION-TESTING WAS COMPLETED AND PART BENT TO 60/C PELIABILITY FAILURE MALTRIS. WHEN FAILURE ANALYSIS I S COMPLETED THE VENDOR WILL BE NOTIFIED OF MECESBARY CORRECTIVE ACTIONS.	DIC RELIABILITY FAI FIVE ACTIONS.	LVAE -MALYBIS. WHE	FAILUME ANALYBID A	
		177-757	040415 60/C	_	
TELEMETRY SET AND TRANSOUCERS		7-01414-9		MO 9747	
FAILURE MODE-DUBING LOW TEMPERATURE TE. BERIAL MUMBER 803-0351. PET LOT 710-1.	ING LOM TEMPERATURE TEST THE VOLTAGE OUTPUT WENT OUT OF TOLKRANCE AND THE OUTPUT PRESUUNCY SMIFTED. 18-0351. PET LOT 718-1.	T NENT OUT OF TOLER	ANCE AND THE OUTPU	T PRESUENCY CHIFTED.	
CORRECTIVE ACTION-TESTIM AUSED BY HEATER THERMOSTAL B F AND MICHER. THE OUTPUT	CORRECTIVE ACTION-TESTING CONTINUED. PRELIMINARY FAILURE ANALYSIS REPORTS INDICATE THE VOLTAGE OUTPUT PROBLEM WAS C USED BY HEATER THERMOSTAT FAILING TO CONTROL AT 108 DESPEES 7 AND ALLOWED TEMPERATURE OF HEATER TO GO TO 138 DESPEE 1 F AND MEMER. THE OUTPUT PRESUUENCY SHIFT PROBLEM APPEARS TO BE DUE TO ERRATE OFFRATION OF THERMOSTAT DURING ACCEL.	MALYBIS MEPORTS INC B / AND ALLOWED TEN TO BE DUE TO ERRATI	ICATE THE VOLTAGE PERATURE OF HEATER C OPERATION OF THE	OUTPUT PROBLEM MAS C TO 60 TO 138 DESEER RMOSTAT DURING ACCEL	
1	TEMPERATURE TO RISE ABOVE 105 DESKEES F. THE FAILURE ANALYSIS to CONTINUE.	E TAILURE ARALTOIS			
d-washes				1800	

SENERAL DYNAMICS CONVAIR DIVISION

****	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION BYSTEN'A	REORME			Γ	
SVSTEN SUS-SVSTEN	TEST/REFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	81TE TIME 01F	PRI VENDOR NAME OTH VENDOR PART NO	۰۱	
INSTRUMENTATION-A/B FELEMETRY SET AND TRANSDUC ERS	414-80-84-8088F TLM CANIBTER	FAR 69-11100-848	************	E 17	3/0 *	***	
FAILURE MODE-OUT OF SPECI & EBUIPHENT.	SPECIFICATION. EXCESSIVE NOISE WAS REPORTED ON ALL CHAMMELS. DISCREPANCY ATTRIBUTED TO RECONDIN	RTED ON ALL CHAMMEL	6. DISCRE	ANCT ATTI	IBUTED TO RECOND!	*	•
CORRECTIVE ACTION-MONE.	SINCE THE FAILURE WAS NOT WITH THIS PART.	PART.					
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	874-3-68-24 Comverter-free-dc	FLIGHT	\$001 660408	67 A 18 A 1	76.8 MAA 100	890413	
FAILURE MODE-MEASURENEME	FAILURE HODE-HEASUREMENT PASS ERROHEOUSLY DISPLAYED A DROF IN PUMP SPEED FOR A 2G SECOND PERIOD.	IN PUMP SPEED FOR A	#0 9ECO#	PER100.			
STRIEM EFFECT-HOME.					٠		
VEHICLE EFFECT-MOME.						<u>-</u>	
CORRECTIVE ACTION-OPEN-1	CORRECTIVE ACTION-OPEN-INVESTIGATION IN PROCESS TO DETERMINE EXACT CAUSE.	E EXACT CAUSE.			en personal de la company	1	
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC ERB	374-2-66-24 ; TRANSDUCER	FLICHT 701413-8	\$001 \$\$040\$	ETRIE	YES BORG-MARNER NO	1	•
FAILURE MODE-MEABUREHENT DEVIATING LOW FROM 91 BE	FAILURE MOCE-MEASUREMENT UIGIA MAS ERRATIC DISPLAYING TRANSIENTS AT 37 AND AR BECONDS-BECONING MOISY AT SS BECONDS- Deviating Low from 81 beconds on-and limiting at 3.4 G for the last 15 beconds of booster phase.	SIEHTS AT 37 AND 42 THE LAST 15 SECOND!	8ECONDS-8	ECONTHE PERME	0187 AT 88 BECOND	<u> </u>	
STATEM EFFECT-NONE-LOSS	STATEM EFFECT-MONE-LOSS OF THE SINGLE MEASUREMENT ONLY.						
VEHICLE EFFECT-MOME.	VEHICLE EFFECT-MOME.	ME CAUSE, CONTAMINATION IS BUSPECTED.	71 04 18 BU	SPECTED.		, 	
CORRECTIVE ACTION-OFFIN-1			***************************************		To the control of the second o	-	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	NY4-N-60-R4 C TRANSOUCER	FLIGHT 7-01004-RB	#001 #0040		.		
FAILURE MODE-MEASUREMENT O MORNAL OPERATION.	REMENT A 74ST DISPLAYED AN ERROMEOUS DIOP IN TEMPERATURE FROM -2 TO 76 SECONDS WHEN IT RETURNED T	P IN TEMPERATURE FR	¥ - ¥ 0	0#CO3# •	WHEN ET RETURNES	.	
STRIEM EFFECT-MOME.				•			
VEHICLE EFFECT-NOME.							
					8800 J444	220	

10 JUN 1060

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE

	8781EM 808-8781EM	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF		: E	SITE PRI VENDOR NAME TIME DIP OTH VENDOR PART NO	
	CORRECTIVE ACTION-THE AKE HE ELEMENT WILL POINT AFF	CORRECTIVE ACTION-THE AKIB OF THE TRANSDUCER WAS ROTATED SO DESREES ON SUBSECUENT INSTALLATIONS SUCH THAT THE SENSI He element will point aft thus avoiding water contamination which was the subsect cause.	DESMEES ON SUBSE	BUENT INSTAI	LLATIONS 1	3	THAT THE SENSI	******
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	87C4848 Accelerometer	UTP-PET 7-01415-8	90709	3/ 09	2 8	BORG-WARNER 9747	• 1 1 0 0 0 1 1
	FAILURE MODE-DIMENSION A ULD PASS THROUGH ALL HOLES SHOULD BE 0.47 TO 0.53. I D 4.70 BY 8.71. SERIAL MUM	FAILURE MODE-DIRENSION A MAS OUT OF TOLERANCE ON ALL MOLES BECAUSE OF POOR ALISHMENT. THE LARGEST HOLE GAGE THAT WO RD PASS THROUGH ALL HOLES WAS D.186. THE NEXT LARGEST GAGE USED WAS D.189. TOLERANCE IS D.199 TO D.203. DINENSION R BHOWLD BE D.47 TO D.33. IT MEASURED D.38. DIMENSION N SMOULD BE 4.72 TO 4.78 WIDE AND 5.72 TO 5.72 LONG. IT MEASURE 14.70 BV 5.71. SERIAL MAMBER GD3-DS31. PET LOT 710-1.	BECAUSE OF POOR A USED WAS 0.199. T D SE 4.78 TO 4.79	CLENNENT. TI OLERANCE 18 WIDE AND S.	12 LARGE B1	<u> </u>	E GAGE THAT WO S. DINENSION R NG. IT MEASURE	
	CDRRECTIVE ACTION-CONTINU ROMISED TO REVIEW HIS SPEC ING TO READ: 0.5 (REF.).	ION-CONTINUE TEST, VENDOR WAS CONTACTED ON 4-6-66 AND 1/FORMED OF DIMENSIONAL DISCREPANCIES, VENDOR Ew his specs and make them comform to 60/c reguirenents. Dimension K will be revised by 60/c engines s (ref.).	6-66 AND INFORMED SUIREMENTS, DIMEN	OF DIMENSIC SION K WILL	DMAL DISCI	FEPAN. CD 87	CIES. VENDOR P 60/C ENGINEER	·
	INSTRUMENTATION-A/B 69C5136 TELEMETRY GET AND TRANSOUC PRESSURE TRANSOUCER ERS	##CS134 PRESSURE TRAMSDUCER	UTF-BUAL/FPT 69-01003-18	68 040 6	5/Q \$	ů g	YES SERVONIC INST. MO INC. BO31-E119	***
	FAILURE MODE-OUT OF TOLER BT SPECIMEN. THE ELEMENT M	FAILURE MODE-OUT OF TOLERANCE, BURING THE TEMPERATURE TEST AT MINUS 100 DEGREES F., THERE WAS NO OUTPUT FROM THE TE BY SPECIMEN. THE ELEMENT WAS CONTINUOUS, BUT THE OUTPUT WAS OPEN AT ALL TIMES. B/N 410-8211.	AT MINUB 100 DEGR OPEN AT ALL TIMEB	EES F., THE!	EE WAS MO	3	UT FROM THE TE	
	CORRECTIVE ACTION-VENDOR BINETAL BIRIP, THUS LIFIN THE WIPER ASSEMBLY MORE C	IOM-VENDOR WORKMANSHIP CAUSED THE FAILURE. SOLDER SPLASHES OH THE WIPER CAUSED THE WIPER TO ACT AS A THUS LIFTIMG OFF THE ELEMENT, FOR FURTHER PRODUCTION, THE VENDOR HAS DIRECTED HIS INSPECTORS TO CHECK HBLY MORE CAREFULLY, IN ACCORDANCE WITH PPR \$-0500-KC DATED \$-24-86.	LDER SPLASHES OM OUCTION, THE VEND -0500-KC DATED S-	THE WIPER CA OR HAS DIREC E4-86.	NUSED THE	3450	R TO ACT AS A CTORS TO CHECK	
	INSTRUMENTATION-A/B 27C458E Telemetry bet amd trambouc accelerometer erb	87C456E Accelerometer	UTP-PET 7-01413-8	640405	9/09	# Q	YES BORG-WARNER NO BTAT	
8	FAILURE MODE-OUT OF TOLER RED AT 1000 CPB WHILE VIBR ME MEATER POMER CALCULATED UM ALLOMABLE IS 36 MATTS.	FAILURE MODE-OUT OF TOLERANCE, UMIT WAS SUBJECTED TO VISRATION TESTS PER CTC TASK HISTORT MUMBER 4. RESOMÂNCE OCCUR Ed at 1000 CPS WHILE VISRATING IM THE SENSITIVE Z AXIS. QUIPUT FREGUENCY EXCURSION WAS FROM 10:300 TO 12:200 CPS. T E MEATER FOWER CALCULATED IM FOST VISRATION PROOF CYCLE C (PROC. 27F4562; Para. 4.7.3 Shall B.1) IS 35 MATTS. MAXIM M ALLOWABLE IS 30 MATTS. SERIAL NUMBER 403-9831. PET LOT 710-1.	JON TESTS PER CTC PUT FRENENCY EXC PROC. STF4868, PA D-3.	TABK HIBTON URBION MAB I RA. 4.7.8 BE	T NUMBER ROM 10:30	# Q #	ESOMÀNCE OCCUR 12:EDG CPS. T 5 MATTS. MAXIM	
•	CORRECTIVE ACTION-CONTINUI ITIAL & MINUTES AFTER POMEI OF VENDOR VIR.	ION-COMTINUE TESTIMS, SPEC, 7-51415 WILL BE CHANGED TO ALLOW 55 WATTS MAXIMUM NEATER POWER FOR THE IN AFTER POWER TURN-OM AND THEM 30 WAYTS MAXIMUM AFTER & MINUTES. THE CHANGE WILL BE MADE UPON RECEIPT	HAMEED TO ALLOW F	D WATTS MAK! . THE CHANSE	HUM HEATE : WALL BE	MADE	MER POR THE IN UPON RECEIPT	

SENERAL BYNAMICS CONVAIR BIVISION

18 JUN 1988

	DIFFICULTIES REVIEW-BESTRONENTATION STRESSINGS	UMENTATION SYSTEM'A	INBORNE				
SYSTEM SUB-BUSTEM	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	817E 71ME DIP	PR I	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC ERS	S 68C4887.1 TRANSDUC TENFERATURE TRANSDUCER	UTP-PET Y-01484-EB	***************************************	3/09	4 0 4 0 1 1	ROSENOUNT 1 SOFD	***
FAILURE WODE-A TIME COMBILL C. AT AN OIL WELGITY ODS. REPRETIVELY. THE RESIDENCE OF THE PECTAL PET.	FALLURE WODE-A TIME COMBTANT AND TIME RESPONSE TEST WAS PERFORMED ON THE UNIT PER TP ASPASST PARA, S.8 SMALL B: SMA L.C. AT AN OIL VELOCITY OF S.S FEET PER SECOND. THE TIME CONSTANT AND RESPONSE TIME WERE 0.35 SECONDS AND S.S SECONDS. S. RESPECTIVELY. THE REQUIRED VALUES ARE 0.50 SECONDS MAK. AND S.0 SECONDS. RESPECTIVELY. SERIAL NUMBER SDS-DSSS. S	KSTANT AND RESPONSE AND 8-8 SECONDS: RE	PER TP 88F TIME WERE SPECTIVELY	. BERIAL	0.6.0 0.00 0.00 0.00 0.00 0.00 0.00 0.0	SMALL B: SMA IND 3.3 SECON 1 SDS-DSS: B	
CORRECTIVE ACTION-CORRECT	CORRECTIVE ACTION-CORRECTIVE ACTION NOT COMPLETED.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	B 60CS136 TRANSDUC PRESSURE TRANSDUCEN	UTP-BUAL/PPT 69-01003-18	660403	5/09	4 0 K	BERVONIC INST. INC. BOSI-EIIS	**10**
FAILURE MODE-OUT OF TOLES PERCENT DURING BOTH INCRE TH G.S PERCENT THE MAXIMUM SORRIS.	FAILURE MODE-OUT OF TOLERANCE, DURING THE CONTINUITY TEST PERFORMED DURING THE THE 1.S.P.T., THE NOISE EXCEEDED D.S PERCENT DURING BOTH INCREASING AND DECREASING PRESSURE AT ONE POINT, RECOMDED VALUE IS APPROXIMATELY 10 PERCENT, MI TO SPEACENT THE MAXIMUM ALLOWABLE, BURBEGHEMF CHECKS INDICATED THAT THE MOISE IS MOM LESS THAM D.S PERCENT, B/N A	ENFORMED DURING THE NE POINT, RECORDED ' CATED THAT THE MOISH	THE 1.8.P VALUE 18 A E 18 HOH L	T. THE	MO19E	EXCEDED 0.5 PERCENT, WI PRCENT, B/N 4	
CORRECTIVE ACTION-AN K-Y BE FOUND DURING THIS CHECK	CORRECTIVE ACTION-AN K-Y PLOT IS PART OF THE PRE-INSTALLATION CALISRATION, THUS ANY DISCREPANCY OF THIS TVPE WOULD. BE FOUND DURING THIS CHECKOUT, AND RESULT IN THE REJECTION OF THE PART. NO FURTHER ACTION HIEDED.	OM CALIBRATIOM, THU F THE PART, NO FURTI	S ANY DISC HER ACTION	REPANCY NECOED.	ž.	TAPE MOULD	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	ETCASSE ACCELEROMÉTER	UTR-PET 7-01413-8	68 0404	3/09	2 d 2 d	YES BORG-WARNER NO 8747	*******
FAILURE MODE-OUT OF TOLES MATTS DURING THE FIRST MI 401-0388. PET LOT TIG-5.	OF TOLEBANCE, DURING SPT (PROCEDURE EPF4562) PARA, B.2) THE MAXIMUM HEATER DISIPATION REACHED 35.2 First minute of operation (para, 4.7.5.2 Bhall B. 5). Maximum allomable is 30 Watts, berial musser 7 750-5.	E: PARA, B.E) THE M Mail B: 5) maximum	AKIMUM HEA ALLOMABLE	18 10 18 1 18 10 W.	TTB.	REACHED 35.2 Berial Husber	
CORRECTIVE ACTION-CONTINU D MATTS MAKINUM FOR THE FI	COARECTIVE ACTION-CONTINUE TESTING, UPON RECEIPT OF VIR FROM THE VEIDOR, 60/C WILL REVISE SPEC, 7-GIAIS TO PERNIT S D MATTS MAXINUM FOR THE FIRST & MINUTES FROM INITIAL POMER TURN-OM, THE 30 WATTS MAXINUM RESUIREMENT WILL APPLY AFTE R THE INITIAL & MINUTES TURN-OM.	N THE VEHDOR, 60/C	MILL REVIS	E PPEC.	-0141	TO PERNIT S	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC EAS	FTA-9-66-88 Tem caminter	FLIGHT	3030	ABREBA-1 VES NO	2 2		
FAILURE MODE-MEABUREMENT	NUMERRENT EFOR ERRONGOUSLY EXHIBITED SHORT DURATION HESITIVE PLUCTUATIONS. PROSLEN THOUGHT TO ORIGIN	URATION MESITIVE FL	UC TUA TI ONS	. PROBLE	1100	NT TO ORIGIN	

9961 WAT 64	DIFFICULTIES AEVIEW-INSTRUMENTATION STRIEW-AIRBORNE	MENTATION STREET	INBORNE				•
8787EH 808-8787EH	TESTARPORT HUNGER FAILED COMPONENT HANG	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	TIME DIP O	PRE VENDOR NAME OTH VENDOR PART	MANE PART NO	
ATE IN CROSSTALK AT THE BUS	AT THE BUBCARRIER LEVEL.						*****
STATEM EFFECT-WOME.							,
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-NONE PLA	PLANNED.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSBUC A:	87C4568 ACCELEROMETER	UTF-PET 7-01418-8	111099	A 3/00	YES BORG-WARNER NO 8747	13H	*****
FAILURE MODE-DURING VERRAT 8. V-AKES, AND Z-AKES BUCEP	FAILURE MODE-DURING VIBRATION (PROCEDURE ETFASSE, PARA, 8.8) OUT OF TOLERANCE COMDITIONS WERE OBSERVED IN THE X-AXI 8. Y-AKIS: AND Z-AKIS SWEEPS. SERIAL NUMBER 801-0888. PET LOT 710-1.	OUT OF TOLERANCE	COND 1 71048	MCRE 0815	RVED SR TH	* * * * * * * * * * * * * * * * * * *	
CORRECTIVE ACTION-ACCOMPLI VIBRATION TESTS. FAILURE A	ACTION-ACCOMPLISH POST VISTATION PROOF CYCLE. OSTAIN A REPLACEMENT SPECIMEN Tests. Failure analysis on 8/H 801-0528 to be performed at Vendor Facility.	AIN A REFLACEMENT ORNED AT VENDOR FA		(1650-404	1803-0551) AND BUBJECT IT	ot 11	
INSTRUMENTATION-A/B S74-3-66-3 TELENETRY SET AND TRANSDUC TRANSDUCER	######################################	FLIGHT	720	ABRESB 4 Y SECO T	2 E		
FAILURE MODE-MEABUREMENT P. T CAMMOT BE DETERMINED 1F T	FAILURE MODE-HEABUREMENT P344P INDICATED AN ABHORMAL TRANSIENT AT SECO AND A DECAY DURING THE VERHIER SCALO PHASE. T camnot be deterhined if this data is erronegus or reflects a true condition.	HT AT SECO AND A DA TRUE CONDITION.	ECAY DURING	THE VERM	168 BGLO PI	148E. 1	
STSTEM EFFECT-MONE.							
VEHICLE EFFECT-NONE. CORRECTIVE ACTION-NONE PLAI	PLANNED.						
EMBTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC T	SAMSOUC TEMPERATURE TRANSDUCER	UTP-PAT 87-01847-8	640323	2/09	YES LEWIS		201000
FAILURE MODE-OUF OF TOLERAL G.OSS INCH. DIMENSION R FOR NS A AND B OF P/N 3DS-0755	FAILURE MODE-OUF OF TOLERANCE, FIND A AND BUKER TOO LONG (DIMENBION K TOO SHORT). DINENBION K LINITS ARE DIDER TO DIDES INCH. DIMENDION K FOR FIND A AND B OF BYN BDB-DYSD MERE DIDES AND DIDES INCH. REPRECTIVELY, DIMENDION K FOR FI ND A AND B OF P/N 3DB-DYSD MERE DIDET AND DIDEA INCH! REPRECTIVELY.	IMENSION K TOO SHO 0.021 AND 0.016 E	RT). DINEM	HOW K LIM	ITS ANE DA	704 71	
CORRECTIVE ACTION-CONTINUE R OM 1-27-66 AT CONVAIR. A (MOOR FOR BEWORK, VENDOR BEE,	CORRECTIVE ACTION-CONTINUE PAT TEST. VENDOR WAS MADE AWARE OF THIS PROSLEM DURING MEETING MITH VENDOR CHIEF ENGINEE R om 1-87-66 at comvair, a check mas made of all units in stock at convair. All discrepant parts were returned to ve Moor for remore. Vendor besan close inspection of PIN CONDITION ON UNITS NADE AFTER 1-31-66.	F THIS PROBLEM DURING MEETING W CK AT CONVAIR, ALL DISCREPANT P. ON ON UNITS MADE AFTER 1-31-66.	ING MEETING DISCREPANTER 1-81-0	MITH VEH	DOR CHIEF RE RETURNE	TO VE	
					2	PASE BORS	

*** ***

	****	DIFFICULTIES REVIEW-INSTRUMENTATION	HENTATION SYSTEM"AIRBORNS	RBORNE				
,	SYSTEM BUB-SYSTEM	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA GOURCE PART NUMBER	VEHICLE DATE DIF	817E TIME DIF	P B I	VENDOR NAME VENDOR PART NO	
	INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC ERS	CT-98-24-3312 ABBOLUTE PRESSURE TRAMSDUCER, MAND REL	PAR 87-01186-38	1940 6008 1840	:	1 0	BERVONIC Robi - Obde	***
	FAILURE MODE-OUT OF TOLEI ENT BHOMED 4888 OHMB.	TOLERANCE, UNIT WAS FOUND TO BE READING LOW. A RESISTANCE CHECK OF THE 7500 OMM RESISTANCE ELEM	LOW. A RESISTANCE .	CHECK OF T	7880	ĭ	SISTANCE ELEM	· · · · · · · · · · · · · · · · · · ·
	CORRECTIVE ACTION-CONFIR B RESULTED IN A BHORT CIRC NCE TO DETERMINE IF A COR	ON-CONFIRMED FAILURE, FAILURE WAS CAUSED BY THE MANDREL MAVING A GROOVE WORN IN IT BY THE WIPER. THI BHORT CIRCUIT BETWEEN WINDINGS. TRANDOUCERS ON BOOSTERS, ESPECIALLY H874P TO BE KEPT UNDER SURVEILLA If a correlation exists between the amount of testing and transducer mearout.	THE MAMDREL MAYING A GROOVE WORN IN IT BY THE WIPER, THI ON BOOSTERS, ESPECIALLY HSTAP TO BE KEPT UNDER SURVEILLA OF TESTING AND TRANSDUCER WEAROUT.	A GROOVE WALLY HE74P	TO BE KE TOUT.	* 3 * -	HE WIPER, THI DER BURVEILLA	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	RTCASSR ACCELEROMETER	UTP-PET 7-01413-8	1260381	3/0 3	40 M	YES BORG-MARNER NO 9747	8 2
	FAILURE MODE-OUT OF TOLERANCE. EACH OTHER, THE THIRD RUN (AFTI LRST TWO RUNS, AFTER TRANSVERSE, M SPEC. BERIAL MUMBER 641-0588.	FAILURE WODE-OUT OF TOLERANCE, DURING SPT (PROCEDURE STF4562, PARA, 5.2) THE FIRST TWO CALISRATION RUMS AGREED WITH EACH OTHER, THE THE THIS RUM (AFTER EGG OVERLOAD TEST) SHOWED A FREGUENCY SHIFT OF APPROX, 5 TO F CPS LOWER THAN THE FIRST TWO RUMS, AFTER TRANSVERSE ACCELERATION, BOTH PROOF CYCLE C RUNS FOLLOWED THE MEAN OUTPUT FREGUENCY CURVE WILLS M SPEC. BERIAL MUNGER 641-0526, FET LOT 710-1.	PARA, S.E) THE F. PREDUENCY SHIFT OF E.C. RUNB FOLLOWED	FRETTHO C.	ALIBRATIO 1 TO Y CP JIPUT FRE	3	A GREED WITH ER THAN THE F CURVE MILLE	
	CORRECTIVE ACTION-UNON COMPLETION BAED TO REPORT CAUSE OF DISCREPANCEAFORM THE REQUIRED OVERLOAD TEST LAS. FUNCTIONAL TESTS DO NOT INCL. T DE TENINED BY CURRENT PRACTICES.	CORRECTIVE ACTION-UPON COMPLETION OF TESTS UNIT WILL SE RETURNED TO VENDOR WITH ALL DISCREPANCIES. VENDOR WILL SE A SAED TO REPORT CAUSE OF DISCREPANCIES AND IMPLEMENT CORRECTIVE ACTION, 50/C S. A. STATES THAT SONG WARNER DOES NOT P ENFORM THE REQUIRED OVERLOAD TEST DETWEEN SECOND AND THIRD CALISRATION RUNS AS REQUIRED BY SPEC. 7-DIAIS, 60/C 4TDS. LAS. FUNCTIONAL TESTS DO NOT INCLUDE A 206 OVERLOAD, AND COMPLIANCE WITH THE LONG-TERM ZEAD SHIFT REQUIREMENT IS NO	RHED TO VENDOR WITH E ACTION, 60/C 8. / LIBRATION RUNB AS I PLIANCE WITH THE LA	ALL DISCI L. STATES TEGUINED BY MG-TERM ZI	REPANCIES THAT BONG T SPEC. T	VEN VARH D141	OOM WILL BE A ER DOES NOT P S, 6D/C 4TDS. IREMENT IS NO	
	INSTRINGUTATION-A/S FELENGTRY DET AND TRANSOUC ERS	574-3-44-34 TRANSOUCER	FLIENT	0708	ABRESA-1	3 9	•	*0*0*0
	FAILURE MODE-MEASUREMENT UPSP FAILED TO INDICATE OFF AND WAS OFF BCALE MIGH AT PORT UNCOVERING. MEC BYBIEM EPECT-MOME-LOSS OF IMIS MEASUREMENT ONLY.	FAILURE MODE-MEASURENCHT UBSP FAILED TO INDICATE BENBOR PORT UNCOVERING. DATA MAB 25 PERCENT 18M HISH PRIOR TO LIFT MF AND WAS OFF SCALE HIGH AT PORT UNCOVERING. MECHANICAL DEFORMATION OF THE TRANSDUCER 18 SUBPECT. SYSTEM EFFECT-MONE-LOSS OF THIS MEASUREMENT ONLY.	UNCOVERING. DATA !	AS ED PER	SNT 18W	į .	PRIOR TO LIFT	
 	VEHICLE EFFECT-MOME, CORRECTIVE ACTION-MOME-TH OT MARRET PURTHER ACTION,	VEHICLE EPFECT-MOME. Comrective action-mome-this has not been a recumring problem. The limited future use of this instrumentation does "T manrent purther action".	, THE LIMITED FUTUR	16 UBE 07	THIS INST	# Jee	FATION DOES H	
·								

SEMERAL DYNAHICS COMPAIR BIVISION

18 JUN 1948

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORMS

STATEM SUG-STATEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE TINE DIF	1 E 5	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PAT NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	874-3-68-34 TAANBOUCER	FLIGHT 701415-8	\$040 \$40818	ABREBA-1 30	÷ 2	ABREBA-1 VES BORB-WARMER 56 NO	***
FAILURE MODE-MEABUREMENT CONTABLATION IS BUSNECT.	FAILURE MODE-MEASUREMENT UIDIA DIBPLATED AM ABRUPT DROP OF APPROXIMATELY 16 AND WAS ERRATIC THEREAFTER UNTIL BECO. Ontamination is suspect.	APPROXIMATELY 16 AN	O WAS ERR	TIC THERE	74.	R WHIL BECO.	···
STRIES EFFECT-MOME.							
VEHICLE SPECT-NOME.							
CORNECTIVE ACTION-NOME. N	NO ACTION PLANNED.						
IMSTRUMENTATION-A/B TELEMITAT SET AND TRANSDUC ERS	874-8-84 TRANSDUCER	FLIGHT	\$040 \$60319	ABRESA-1 VES	¥ 0		******
FALLURE MODE-MEABUREMENT	FALLUME MODE-MEABUREMENT PSSP MAS GRRATIC IN A NAMMER TYPICAL OF POTENTIOMETER MIPER ARM LIFTOFF.	CAL OF POTENTIONETER	MIPER ARI	I LIFTOFF.			
SYSTEM EFFECT-MOME.				,			
VENICLE EFFECT-MOME.							
CORRECTIVE ACTION-HONE-NG	CORTECTIVE ACTION-MONE-NO ACTION IS PLANNED UNLESS INE PROBLEM BECOMES REPETITIVE FOR THIS MEASUMENENT.	ILEH BECOHES REPETIT	IVE FOR TH	118 MEABUR	E NE	.1.	
IMBERUTENTATION-A/8 STC438R TELEMETRY SET AND TRANSDUC ACCELEROMETER ERS.	RTC430R ACCELEROMETER	UTF-PET 7-01413-8	660318	3/0 4	ž Q	BORG-WARNER 8747	0 877 7 8 8
FAILURE MODE-OUT OF SPEC. CCELERATION YIELDED 8.78 P KINUM. BERIAL NUMBER 601-0	SPEC, RECALCULATION 10 APRIL 1986) OF MAXIMUM PERCENT ERROR FREGUENCY BHIFT DURING TRANSVERSE A 8-75 Percent FBO. Maximum allowable is 0.25 Percent. Bystem error. Plus of bimus 4.15 Percent ma 601-0328. Pet Lot 716-1.	MAXIMUM PERCENT ERROR FREGUENCY BHIFT DURING TRANSVERSE A D.ES PERCENT, BYSTEM ERROR, PLUS OR NIMUR G.SS PERCENT MA	R FREGUENC ERROR: P.	Y SHIFT D	55	M TRANSVERSE A	
CORRECTIVE ACTION-CONTINUE TESTING.	UE TESTING.						
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSOUC ERS	974-3-66-18 Tramboucer	FLIGHT 87-01616-7	7116	PALCE-4	TES HAA NO	МАА	
FAILURE MODE-MEASURENENT 1 DESREE MOVEMENTS SETUEE	EMENT PASOD ERROMEOUSLY INDICATED VALVE DRIFT OF S DEGREES BETWEEN 60 AND 80 SECONDS AND ERRATIC Between 830 and 850 seconds.	DRIFT OF R DESKER.	BETWEEN SC	A 400 40	8	IOS AND ERRATIC	
STREET EFFECT-MOME.							
	•					PA45 5087	

SEMERAL DYNAMICS

CONVAIR

**** **** ***

DIFFICULTIES SEVIES-INSTRUCTION SYSTEM SIRBCAME

SYSTEM BUS-SYSTEM	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART HUMBER	VEHICLE DATE OIF	817E 1HE D1F	SITE PRI VENDOR NAME TIME DIP OTH VENDOR PART NO	. 3	
VEHICLE EFFECT-WOME.						•	•
CORPECTIVE ACTION-ROCKETDYNE ECP MAS-183 CORPESPONDING &DC ECPS ARE 3418 AND 3818.	COMPECTIVE ACTION-ROCKETDYNE ECP HAB-183 PROVIDES A REDESIGNED TRANSDUCER MOUNTIMS BRACKET AND PU VALVE PROTRACTOR. Cornesponding GDC Ecps are 3418 and 3618.	ED TRANSDUCER MOUN	ITING BRACKE	T AND PU	VALVE PROTRACT	Ť	
HATRUMENTATION-A/B LEMETRY SET AND TRANSOUC 1	874-8-86-18 Transducer	FLIGHT 87-01847-7	7114 340816	PALC8-4	7£8 80	880708	
FAILURE MODE-MEASURMENT PI	NEWT PISSOT FAILED DURING THE INITIAL RIBE OF THE ENGINE START SEGUENCY.	E OF THE ENGINE BY	ART SEOUGHC	÷			
SYSTEM EFFECT-MONE-LOSS OF VEHICLE EFFECT-MOME.	LOSS OF THE AFFECTED MEASUREMENT ONLY.						
CORRECTIVE ACTION-OFEN-THE	PEH-THIS REPETITIVE FAILURE IS UNDER INVESTIGATION.	STIGATION.					
STRUMENTATION-A/B LEMETRY BET AND TRANSDUC A 18	CT-88-E4-3311 ABSOLUTE PRESSURE TRANSDUCER, MAND 7-01733-8 REL	FAR 7-01781-9	1840 8	2	VES BOURNS NO 7184-0-33-732	**	
FAILURE MODE-OUT OF TOLERA NT BHOMED SIDG OMMS.	TOLERANCE. UNIT WAS FOUND TO BE READING LOW. A RESISTANCE CHECK OF THE 7500 OHM RESISTANCE ELEM	LOM. A REBIBTANCE	CHECK OF TH	C 7500 0	HP MEBIBTANCE E	ă.	
CORRECTIVE ACTION-COMFIRMS HAD BEEM INSTALLED WITHOU , ACTION WILL BE TAKEN TO	CORRECTIVE ACTION-COMFIRMED FAILURE. A WIPER WEAR PATH ON THE MANDREL CAUSED ADJACENT WINDING TO SHORT CIRCUIT. UNI Had been installed without calibration. Care should be taken when Remorking units and mandrel to be microscopicall. . Action will be taken to insure that only calibrated units will be installed on boosters.	E MANDREL CAUBED A 14 WHEN REWORKING U WILL BE INSTALLED	DJACENT WIN MITS AND MA ON BOOSTERS	DING TO NOREL TO	SHORT CIRCUIT. SE MICROSCOPIC	1 1	
ISTRUMENTATION-A/B LEMETRY BET AND TRANSOUC C	SLV-89-24-3061F CIRCUIT BOARD	FAR 58-13531-9	118000	FACTORY	3/Q*	1000	
	CAL SHORT CIRCUIY, DIODE CR-38 MAS FOUND TO MAYE MISH LEAKASE IN BOTH FORMAND AND REVERSE DIREC	TO HAVE HIGH LEAK	A6E 3N BOTH	PORMARD	AKO MEVERBE DI	y ·	
CORRECTIVE ACTION-CAUSE UN	UNDETERNIMED. NO ACTION.					T	
BFRUMENTATION-A/B Lemetry bet and transouc a B	FAR ABSOLUTE PRESSURE TRANSDUCER, SEAL 7-03720-3 ANT	7.01780-8	100 10 400 10 400 10		VER BOURNS No. 78511-0-10-75E	*	
FAILURE MODE-GRRATIC OFFRA	OPERATIOM. DURING PLIGHT ACCEPTANCE COMPOSITE TESTING THE TRANSDUCER EXHIBITED INTERHITTENT PAGE GO	POSITE TESTING THE	TRANSDUCER	CKH 1817	ED INTERNITIENT OU	3 8	

SEMERAL BYNAKICS CONVAIR BIVISION

18 10H 1866

**************	DIFFICULTIES REVIEW-INSTRUMENTATION STREEM-AIRBOAME	RUMENTATION STATEM'A	1 RB OAME		٠		1
STRICE SUS-STRICE	TEST/REPORT NUMBER FAILED COMFONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	817E 71HE 01F	PRI VENDOR MANE OTH VENDOR PART	VENDOR MANE VENDOR PART NO	
TPUT. THE MARKED WAS LEST	WAS LISTED BUT NO DISCREPANCIES WERE FOUND						27.70
CORRECTIVE ACTION-COMFIRM RIENCED DURING CHECKOUT. 33 \$ BOURNS TRANSDUCERS ARE TO	CORRECTIVE ACTION-COMFIRMED FAILURE. THE INTERMITTENT OUTPUT WAS DUE TO THE LOW LEVEL VIBRATION THE TRANSDUCER EXPER RIENCED DURING CHECKOUT, THE VIBRATION CAUSES THE POTENTIONETER EPOXY TO MISRATE UNDER THE WIPER. REMAINING 7-01720- 3 BOURNS TRANSDUCERS ARE TO BE REWOVED FROM AFOCK AND FROM VEHICLES AND ARE TO BE REPLACED.	UT WAS DUE TO THE LO ETER EPOXY TO MISRAT WEHICLES AND ARE TO	M LEVEL VI E UNDER TH BE REPLACE	BRATION T E WIPER. D.	HE TRANSDUC REMAINING	ER EXPE	
INSTRUMENTATION-A/B FELEMETHY BET AND TRANSDUC FR&	8LV-99-84-8088F COMMUTATOR	FAR R7-01686-R5	166099	FACTORY	F1FTH D1 N MRXD-448	FIFTH DIMENSION N N MRXD-468	***************************************
FAILURE WORE-OUT OF SPECIFICATION. US S MINUS 10 PERCENT, FAILURE MAS (FAILURE WODE-OUT OF SPECIFICATION. SLOW COMMUTATING SPEED OF 15 PERCENT WAS REPORTED. SPECIFICATION ALLOWS S BPS PL US S MINUS 10 PERCENT. FAILURE MAS CAUSED BY BROKEN COMMUTATOR GEAR NOTOR ARMATURE WINDING.	OF 15 PERCENT MAS RE TOR GEAR NOTOR ARMAN	PORTED. BF URE WINDIN	£C1F1CAT1 6.	OH ALLOWS !	7.	
CORRECTIVE ACTION-RAR BLV- GEAR NOTORS.	BLV-A9-24-8564 ACTION ASCERTAINED WENDOR HAD INSTITUTED 100 PERCENT INSPECTION OF COMMUTATOR	WOOR HAD INSTITUTED	100 PERCEN	T INBPECT	10H OF COM	UTATOR	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC :	ALV-SB-E4-SBSEF TRANSOUCER, HYDRAULIC P	FAR 49-01004-89	3302 640304	ETR	BOURNS ROZSEDSDS	100	***************************************
FAILURE MODE-LEAK. REPORTS	REPORTED BUT HOT CONFIRMED IN FAILURE ANALYBIS.	.444.7818.					
CORRECTIVE ACTION-RAR BLV-	ALV-88-24-6374 WAS ISSUED RESUESTING	CASE SEALING REGUIREMENTS DESIGN REVIEWED.	EMENTO DEO	ICH REVIE	ÆD.		
INSTRUMENTATION-A/B FELENCTRY SET AND TRANSDUC P IRS	GBCSDDB.1 PRESSURE TRANSDUCER	UTP-PET 48-01001-85	******	3/69	YES BOURNS MO 2007371705	703	0
FAILURE MODE-OUT OF YOLKRANCE. REGULAEMENT, 8/N SOS-3875, FOT	FAILURE MODE-OUT OF TOLERANCE, OUTFUT VOLTAGE SPIRES EXCEEDED THE PLUS OR MIMUS 2.5 PERCENT P.S. VOLTAGE DEVIATION EQUIREMENT, 5/M 509-3372, FTT LOT 710-8.	DED THE PLUB OR NIMU		CMT F.B.	VOLTAGE DEY	1AT10N	والمراجع والم والمراجع والمراجع والمراجع والمراجع والمراجع والمراجع والمراج
CORRECTIVE ACTION-CORRECTI	-CORRECTIVE ACTION NOT COMPLETED.						
MSTRUMENTATION-2/8 "Elemetay set and transduc d as	OSCASOD.I Dipperfertal Pressure Transducer	UTP-PET 87-01868-81	*****	2/0	VES WIANCRO	. *	
FAILURE MOOK-THE INBULATIO	MBULATION REBISTANCE MAS 18 MESONNS AT ROOM TENFERATURE AFTER ACCELERATION. THE RESUIREMENT 18	OM TEMPERATURE AFTE	E. ACCELERA	730M. THE	RECURENCE	:	
						PACK 0020	_

SEMERAL D. AMICS CONVAIR DIVISION

11 JUN 1866

		ひとうののなって、スピーキーの そうに マースピスクターのスートンピースピー マピット こうじゅんよっち	UMENTATION SYSTEM"A	IRBORNE			***	
	#31678 - # UB	TEST/REPORT NUMBER FAILED COMPONENT MAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	817E 71ME DIF	PRI	BITE PRI VENDOR NAME TIME BIF OTH VENDOR PART NO	
	MECOHNS HIMIMUM, S/N SII.	8/N 511-0356, PET LOT 710-8.	·					***************************************
	CORRECTIVE ACTION-MIANCE, MAB THE PRIMARY CAUSE, COI TER SOLDERING, CONTROL 18	CORRECTIVE ACTION-WIANCEO REPORTED THE CAUSE OF FAILURE AS SEING LEARAGE AT THE FEEDTHROUGH TERNINALS. SOLDER FLUX WAS THE PRIMARY CAUSE, CORRECTIVE ACTION CONSISTS OF CONTROL OF PLUX USAGE DURING SOLDERING AND IMPROVED CLEANING AF TER SOLDERING, CONTROL IS EFFECTED BY INSULATION RESISTANCE CHECKS PERFORMED DURING PABRICATION AND TEST.	BEING LEAKAGE AT TH OF FLUX UBAGE DURI CHECKS PERFORMED DU	E FEEDTHRO HE BOLDER! RING FABRI	UGH TERM NG AND 11 CATION A	INALE PROPERTY	. BOLDER FLUX ED CLEANING AF BT.	
	INSTRUMENTATION-A/B FELENE/RY SET AND FRANSDUC ERS	B BLV-89-E4-5081F TRAMSOUC TRAMSOUCER: ABSOLUTE-PRESSURE.	FAR 68-01003-89	00000	FACTORY		BENVONICA BOS1-1129	\$ v 3 6 7
	FAILURE MODE-ERRATIC OPEI	FAILURE MODE-ERRATIC OPERATION-DURING STANDARGS LAB INSPECTION. CAUSE WAS FORMG TO BE FROM CONTAMINATION IN TRANSDU ER OIL.	ION. CAUSE WAS FOUN	0 10 86 74	OH CONTA	TAN 1	ION IN TRANSDU	
	CORRECTIVE ACTION-RAR BL	CORRECTIVE ACTION-RAR SLV-88-24-8572 INITIATED VENDOR INFROVED FILTRATION OF OIL IN PROCEDURE SES-DAS.	VED FILTRATION OF O	IL IN PROC	EDURE SE	0.0	***	
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	68C4368.1 Differential pressure transducer	UTP-PET BT-0159R-81		2/09	ş 8	W1ANCKO \$4103-13	******
	FAILURE MODE-THE OUTPUT T LOT 750-E.	output earda exceeded the allowable during the minus as decrees temerature test. S/M 511-0300. PE	THE MINUS OS DEGRE	ES TEMPERA	TURE TES	:	M 511-0388. PE	
	CORRECTIVE ACTION-PROCURE V AND INITIATE ACTION TO 9	CORRECTIVE ACTIOM-PROCURENGNY FROBLEM REPORT \$-D272-KC HAS RESUESTED THE VEYDOR TO DETERMIN Y and imitiate actiom to preclude recurrence, final closeout is dependent on the PPR INSWER.	REBUESTED THE VENDO IS DEPENDENT ON TH	R TO DETERMINE. E PPR INBUER.	145	CAUS	THE CAUSE OF DEFICIENC	
	INSTRUCENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	OFFERENTIAL PRESSURE TRANSDUCER	UTP-PET 87-01538-40	8 2 7 0 9 9	3/00	4 0	MIANCKO S4103-9	200
	FASTURE MODE-DURING K-AXI	M6 X-AXIB VIBRATION THE OUTPUT BISMAL WAS OUT OF BPEC. B/M BIR-0402 AND B/M SI1-0333. PET LOT 710-	DUT OF BFEC. 8/H 81	8-0408 AND	8/N 911.	6880	. PET LOT 710-	
1	CORRECTIVE ACTION-SPEC. C G PERCENT TO PLUB OR MINUS CY AB REPORTED, A.S PERCEN	SPEC, CONTROL DRAWING 27-D1552 REVISION F MODIFIES THE ALLOWABLE ERROR BAND FROM PLUS OR MINUS 2. Or Minus 3.D Percent, Ref. CIC 26643-963-6-1. This abjethent accompares the error band discryan 8 percent foo (peak to peak). L.E. Plus OR Minus 2.0 percent plus static error.	MODIFIES THE ALLOW 1. THIS ADJUSTMENT MINUS S.O PERCENT	ABLE ERROR ACCOMODAT PLUB STATI	BAND FREE	1 5 E	US OR MINUS E. BAND DISCETEAN	
							950	
٤		months of the second of the se						1

SEMERAL DYNAMICS CONVAIR DIVISION

16 JUN 1888

DIFFICULTIES REVIEW-INSTRUMENTATION STSTEM*AIRBORNE

87 & TEN	TESTANT NUMBER	BIF DATA SOURCE	VEHICLE	3116	I VENDOR HANE	
BUB-BYBEN INSTRUMEN'ATION-A/B TCLEMETRY BET AND TRANSDUC	FAILED COMPONENT NAME 69C476D.1 AMS. DISP. TRANSDUCER	PART RUMBER UTF-PET 60-01008-1	94046	60/C VES	B SERVONICIMBT. 1 NC.	***************************************
FFILURE WOE - OUT OF TOLERANCE, AFTER REWORK OF ES F. AT A & DEGREES PER SECOND ANGULAR RATE, THE LOT FIG-S.	FFILURE WOOE - OUT OF TOLERANCE, AFTER REWORK OF THE CALIBRATION FIXTURE THE MOISE TEST WAS RERUN AT MINUS 3D DEGRE Es f. at a degrees per second ambular rate. The moise was god my. The reguirenth: is 100 my. Max. 1/M sizoiss. Pet Lot 710-2.	THE CALIBRATION FIXTURE THE NOISE TEST WAS AERUM AT MINUS SO DECRE Noise was god my. The Reguirenth: is sod my. Max. S/M siggiss. Pet	318E TEST CENT 18 10	MAB REBUM A 10 MY, MAX, 11	T MINUS SO DECRE S/M BIRDISS. PET	·
CORRECTIVE ACTION - THE BI	CORRECTIVE ACTION - THE BPECIFICATION WILL RE CHANGED TO DELETE THE NOISE CHECK AT MINUS 3D DEGREES F (SCH HUMBER S On RT-01448 PER CIC 38135). A PPR MAS INITIATED AND SENT TO THE VEWDOR FOR DETERMINATION OF PET IRREGULARITY.	LETE THE NOISE CHECK	L AT MINUS	I 30 DEGREES I OF PET IRR	F ISCH NUMBER E EGULARITY.	
INSTRUMENTATION-A/B TELEMETRY RET AND TRAMBOUC ERB	A1-4NG-61-50\$ CCANECTOR	COMPOST TE-FRO/DFL	803D	ABRESA-1 YES		8 8 8
FAILURE WOOE-ELECTRICAL O	FAILURE MODE-ELECTRICAL CPEM. PLUG 2-3 ON THE TELEPAR MAS LOGGE. STRIEM EFFECT-MOME. BIX MEABUMEMENTS INDICATED OPEN.					
VEHICLE EFFECT-MOME, CORRECTIVE ACTION-THE PLU	VEHICLE EFFECT-MOME. CORRECTIVE ACTION-THE PLUG MAS RECOMMECTED PROPERLY.					
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	A1-4#0-01-303 TRANSDUCER	COMPOSITE-FRO/DFL 87:-01300-030	3030 660224	ABREBA-1 VEB NO		0.02.00
FAILURE MODE-OUTPUT OF ME.	FAILUME MODE-OUTPUT OF MEASUMEMENT H33P WAS BE PERCENT ABOVE THE EXPECTED TEST VALUE.	E THE EXPECTED TEST	VALUE.			
WENTCLE EFFECT-NOME.						
CORRECTIVE ACTION-THE TRAI	-THE TRANSDUCER WAS REPLACED.					
EMBTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC : ERS	41-410-01-808 TRAMBOUCER	COMPOSITE-FRD/DPL	1010 660884	ABREA-1 VE.	ABREBA-3 VES BORG-WARMER BO	
FAILURE MOSE-OUTPUT OF ME	FAILURE MODE-OUTFUT OF MEASUREMENT UIDIA WAS ERRATIC.					
STREET EFFECT-HOME.				*		
VEHICLE EFFECT-HOME.						

SEMERAL DYNAMICS CONVAIR BIVISION

19 1UN 1986

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

47.87E%	16 16 16 16 16 16 16 16 16 16 16 16 16 1	TEST/MEFORT NUMBER FAILED COMPONENT NAME	DIF DATA SCURCE PART NUMBER	VEHICLE DATE DIF	817E TSME 01F		VENDOR MANE	
ž	ACTION-THE TRA	CORRECTIVE ACTION-THE TRANSDUCER MAS REPLACED.					ings appropriate parameters of the contributed parameters	*****
133	INSTRUMENTATION-A/B TELEMETAY AET AND TRANSDUC ERS	68C4880.1 DIFFERENTIAL PRESSURE TRAMSDUCER	UTP-PET B7-D1888-40	******	5/09	2 8	WIANCKO 84108-8	0
1 2	FAILURE MODE-DURING P. C. AFTER MINUS &S DEGREES F.	ING P. C. AT MINUS 65 DEGREES F., THE OUTPUT EYCEEDED THE ALLOWABLE FOR 8/N 313-0353. DURING P. Grees F. The Output exceeded the Allowable for 8/M 312-0408. Pet Lots 710-1. And 710-2.	T EXCEEDED THE ALLO FOR B/H B1E-D4DE. P	WABLE FOR ET LOTS 71	8/H 911-0	710.	DUNING P. C.	
<u>ب</u> پي مي	CORRECTIVE ACTION-PROCURE	CORRECTIVE ACTION-PROCURENT PROSLEM REPORT B-0272-KC HAS BEEN SENT TO WIANGRO RESULSTING THAT ACTION SE TAKEN. FI	BEEN SENT TO WIANCE	O REBUCATI	PA THAT	NC TIO	N DE TAKEM. P1	
= *	INSTRUMENTATION-A/B FLEWEIRY SET AND TRANSGUC ERB	69C459G.1 OIFFERENTIAL PRESSURE TRANSDUCER	UTF-PET R7-G189R-40	######################################	3/09	¥6.	W1ANCKO 84103-8	***************************************
2 4	FAILURE MODE-THE IMSULATI MINIMUM, BERIAL WUNDER SIS	FAILURE MODE-THE INSULATION RESISTANCE AT 182 DEGREES F. WAS WEASUMED AS 42 MECOMMS. THE REGUIREMENT 18 50 MECOMMS Intinum. Bertal wunder 3110353. Pet Lot 710-1.	B MCABUMED AS 42 MG	GOHMS. THE	REGUIRE	EXT	18 SD MCCOHHS	·
2 2 5	CORRECTIVE ACTION-WIANCKC MAN THE FRIMARY CAUSE, CON TER BOLDERING, CONTROL IS	CORRECTIVE ACTION-WIANCRO REPORTED THE CAUSE OF FAILURE AS BEING LEARAGE AT THE FEEDTHROUGH TERHINALS. SOLDER FLUX WAS THE FRIMARY CAUSE. CORRECTIVE ACTION CONSISTS OF CONTROL OF FLUX USASE DURING SOLDERING AND IMPROVED CLEANING AF TER SOLDERING. CONTROL IS EFFECTED BY INSULATION RESISTANCE CHECKS PERFORMED DURING FASSICATION AND TEST.	BEING LEAKAGE AT TH OF FLUX USAGE BURI CHECKS PERFORMED DU	E FEEDTHRC NG SOLDERI RING FABRI	UGH TERHI NG AND 11 CATION AI	THALS SPROV	. BOLDER FLUX ED CLEANING AF 3T.	
£.*	INSTRUMENTATION-A/D TELEMETRY SET AND TRANSDUC	escasse.s Offerential pressure transducer	U19-967 87-01898-81	# 0 # 0 # 0 # 0 # 0 # 0 # 0 # 0 # 0 # 0	5/0 9	3 9	VES WIANCRO NO SALOS-13	*******
X &	FAILURE MODE-THE DIAMETER OF 11-437E. PET LOT 718-1.	I OF OME OF THE MOUNTIME HOLES IS 0.225 INCH. THE RESULESHENT IN 0.195 TO 0.215 INCH. S/N 5	. NO. TAN MINES	IREMENT 14	7 561.0	9	## INCH. 8/N S	
2 #	CORRECTIVE ACTION-EMGINES CORRECTIVE ACTION-EMGINES	CORRECTIVE ACTION-EMGINEERIMG DESIGN STATES THAT THE INSTALLATION OF THESE TRANSDUCERS WILL WO ED BY THE SLIGHTLY OVERSIZED MOLE, HIANGKO HAS RECTIFIED THE PROSLEM WITH THEIR SUBCONTRACTOR.	LATION OF THESE TRA E PROBLEM MITH THEI	NEDUCERS Y	ILL NOT I	3	THESE TRANSDUCERS WILL NOT BE MEASUMABLY AFFEC HITH THEIR SUBCONTRACTOR.	
1 •	INSTRUMENTATION-A/B FELENETRY SET AND TRANSDUC ERS	27C4882 Acclerometer	UTF-PET 7-01413-8		3/09	2 9	FES BORG-WARNER NO STAT	
¥ į	DOE-FOUR DINENS!	FAILUAE MODE-FOUR DIMENSIONS WERE OUT OF TOLERANCE, OME DIMENSION (9.50) SHOULD BE 0.50 MAX OM THE 6DC DRAWING. THE OTHER THREE DIMENSIOMAL DISCREPANCIES WERE THE RESULT OF POOR VENDOR 8.C. SERIAL NUMBER 601-0388. PET LOT 710-1.	ENSION (S.SG) BHOUL OR VENDOR S.C. SER?	D SE 0.50 AL NUMBER	MAX ON TI	3 5	C DRAWING. THE LOT 710-1.	
								-

18 JUN 1966

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	DIFFICULTIES REVIEW-INSTRUMENTALION	MENIALLON STRIKK-ALKBON	A B CH ME				,
BYBIEN BUB-BYBIEN	TEST/REPORT HUMBER FAILED CONFONENT NAME	DIF DATA SOURCE PART NUNBER	VEHICLE Date dif	817E 710 3H17		VENDOR NAME	

CORRECTIVE ACTION-6D/C 0.C. WILL SUBMIT MENT, IT WOULD BE DIFFICULT FOR 6D/C TO IL PARTS SHORTAGE ON THIS COMPONENT. 5D/C	MAIT IN PROCUREMENT PRO TO REJECT THESE UNITS 50/C ENGINERING MILL	BLEM REFORT (PPR) TO THE VENDOR REGUESTING) FOR MINOR DIMENSIONAL DISCREPANCIES AS TO CORRECT THE D.SD INCH DIMENSION ON A DWR.	TO THE VENDOR REQUESTING PRODUCT CONAL DISCREPANCIES AS THERE IS A INCH DIMENSION ON A DMR.	NACIES AS	ING P THER	RODUCT INFROVE E 18 A CRITICA	
INSTRUCTION-A/B FREESOME TRANSDUCER	FRESSURE TRANSDUCER	UTP-PET 69-01003-33	122000	60 //.	ž 3	YER BOURNS NO EGGT371704	
FAILURE MODE-DURING THE FIRST MERROR WAS PLUS 1.30 PERCENT (INUM ERROR FOLLOMING 150 PERCE)	CALIBRATION RUN AT AMBIENT F.B. AT TO PERCENT OF RATED HT PRESSURE APPLICATION WAS	TEMP., (FOLLOWING EXPOSURE TO PLUS 300 DEGREES F.), MAXIMU PRESSURE DECREASING, SPEC. L'MITS ARE 1.0 PERCENT F.S. MAX 1.17 PERCENT F.S. S/M 6D2-3658, PET LOT 710-4.	OBURE TO BPEC. L'M GGZ-3656	FLUS 300 ITS ARE 1	DECRE 1.0 PE	EB F.), MAXÍMU RCENT F.B. MAX 4.	
CORRECTIVE ACTION-NOWE RI	CORRECTIVE ACTION-NOWE REQUIRED, SINCE THE DISCREPANCY WAS PROBABLY CAUSED BY HISREADING OF THE PRESSURE GAGE.	PROBABLY CAUSED BY	HI SREAD IN	6 OF THE	PRESI	URE GACE.	
INSTRUMENTATION-A/B 574-3-66-3 TELEMETRY SET AND TRANSOUC TRANSOUCER ERS	974-3-66-39 TRAMBOUCER	FLIGHT 701413~5	730 660£19	ABRE 86-	A PES	ABRESD-1 YES BORG-WARNER NO	650367
FAILURE MODE-MEASUREMENT UIGIA PERIOD AT 179 BECOMDS. BLIGHT C	MAS MOISY FOR A 18 ONTAMINATION OF THE	SECOND PERIOD PRICK TO SECO AND SHIFTED DOWN 0.76 FOR A TRANSDUCER IS SUSPECT.	AND BHIFT	ED BOARN	3.76	OR A 1 SECOND	
SYSTEM EFFECT-MONE.							
CORRECTIVE ACTION- FHIR I	VEHICLE EFFECT-HOME. CORRECTIVE ACTION-THIS IS A REPETITIVE PROBLEM. THE VENDOR HAS IMPROVED ASSEMBLY AND INSPECTION PROCEDURES. NO OTHE	HAS IMPROVED ASSEM	1. AND 11	ISPECTION	200	EDURES. NO OTHE	
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC	574-3-66-35 : TRANSDUCER	FLIGHT	750 660219	ABRESS-1	1 VE		6 6 7 0 6 0
FAILURE MODE-MEASUREMENT PAST	F PAST FAILED TO PROVIDE VALID DATA AT ANY TIME DURIMS THE FLISHT. EXACT FAILED ITEM IS UNKN	AT ANY TIME DURING	THE FLIS	HT. EXACT	FAIL	EO ITEM IS UNKN	
STRIEN EFFECT-WOME-LOSS OF THE	OF THIS MEABUREMENT ONLY.						
VEHICLE EFFECT-NOME.		•					
CORRECTIVE ACTION-MONE PLANNED	PLANNED.						
						PASE DOSS	T.,

DIPFICULTIES REVIEW-INSTRUMENTATION STRICK-AIRBORNE

11 10H 1044

SEMERAL BYNAMICS CONVAIR STYLDION

8787EH 8UB-8787EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	TIME DIF OTH	E E	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
 INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	INSTRUMENTATION-A/B SECASSE.I TELEMETRY SET AND TRANSDUC DIFFERNTIAL PRESSURE TRANSDUCER ERS	C17-751 87-01988-89	******	3/0 \$	2 8	VES MIANCRO NO BAIDB-ES	***************************************
 FAILURE WODE-DURING THE PROOF CYCLE AT 188 DEGR 80 RECORNS MINIMUM, 8/N \$11-0378, PET LOT 710-2.	FAILURE MODE-DURING THE PROOF CYCLE AT 188 DEGREES F, THE INSULATION HEBISTANCE MAS 25 MECOHMS. THE REGUIREMENT 18 o recomms minimum, 8/m \$11-0371, Pet Lot 710-2.	SULATION HEBISTANCE	WAS 83 H	ECOHMB. 1	ž Ž	SUIRCHENT 19	
 CORRECTIVE ACTION-WIANCED LETTER WTC- ARAGE AT THE FEEDTHROUGH TERHIMALS. BA USAGE DURING SOLDERING AND IMPROVED ERFORMED DURING FABRICATION AND TEST.	CORRECTIVE ACTION-WIANCKO LETTER WTC-C-2771, DATED 4-88-88, VERIFIED THE FAILURE AND REPORTED THE CAUSE AS BEING LE Arase at the Feedthroujh terminals, solder flux was the primary cause, corrective action comsists of comtrol of plux Usase During soldering and improved cleaning after soldering, comtrol is effected by imbulation resistance checks p Expormed during passication and Test,	VERIFIED THE FAILUM NAY CAUSE, CORRECTIV 1. CONTROL IS EFFECT	E AND REP E ACTION ED BY ENS	ORTED THE COMBIBTS ULATION R	CAU CAU	E AS BEING LE MTROL OF FLUX ANCE CHECTS P	
INSTRUMENTATION-A/B GDC/BKF85-TELEMETRY SET AND TRANSDUC TRANSDLIER ERS	TRANSOLIER	FLIGHT	7115 660218	PALCE-4 239	£ €	A specific to the	1 2 4 0 4 1
 FAILURE MODE-FAIL DURING BYSTEM EFFECT-WOME-LOSS O	FAILURE MODE-FAIL DURING OPERATION, MEASUREMENT PRIOP DISPLAYED CHARACIERISTICS INDICATIVE OF A FROZEM SENSE LINE. Bystem effect-wome-loss of the Appected Measurement Only.	NED CHARACTERISTICS	INDICATI	¥ 04 ¥	ROZE,	SENSE LINE.	
VEHICLE EFFECT-MOME. CORRECTIVE ACTION-OPEN-MA	VENICLE EFFECT-MOME. CORRECTIVE ACTION-OPEN-MAA 18 ATTEMPTING TO .SOLATE POSSIBLE LOX LEAKAGE AREAS.	: LOX LEAKAGE AREAS.					
 INSTRUMENTATION-A/B TELEMETHY BET AND TRANSDUC ERB	SEC4359.1 DIFFERENTIAL PRESSURE TRANSDUCER	UTP-PET 87-01858-31	•••	3/09		YES WIANCKO NO 54103-13	••0330
 FAILURE MODE-THE OUTPUT H	FAILURE MODE-THE OUTPUT M. 8 OUT OF TOLERANCE DURING THE FIRST CALIBRATION RUN. BEN 351-5381. PET LOT 755-1.	IT CALIBRATION BUS.	D-156 X/8	381. PET	101		
CORRECTIVE ACTION-PROCUREMENT PROBLEM RI CLOSEOUT IS DEPENDENT ON THE PPR ANSWER	CORRECTIVE ACTION-PROCUREMENT PROBLEM REPORT 8-DR72-KC MAS SEEN SENT TO WIANGKO RESUKSTING CORRECTIVE ACTION, FINAL. Closecut is defendent on the FPR answer.	KEN BENT TO WIANCHO	. REGUEST 1	NE CORREC	11 VE	ACTION. FINAL	
 INSTRUMENTATION-A/B 69C4054.1 Telemetry bet and transduc pressure transducer erb	#SC4854.1 PSC68UME TRANSDUCER	UTP-PET 69-01004-123	******	3/0 9	1 0	VES GOURNS No EDESEASOS	
 FAILURE MODE-OUT OF SPEC. RECHMS. RPECIFICATION RESU	FAILURE MODE-OUT OF SPEC. INSULATION RESISTANCE AT 185 DESNEES F (BURINS THE 3-HOUR STABILIZATION PERIOD) WAS 6.8 M Esoums. Specification resularizent for insulation resistance is 36 mesoums minimum. 3/M six-8141. Pet Lot T18-1.	ES F COURING THE 3-	HOUR STAB H. 8/H S1	1.112.411.0H	2 5	00) WAS 6.8 M	

SEMERAL BYNAMICS CONVAIR BIVISION

**** *** **

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE

	•				007949			1.42° Manufert (1.00°)			
BOURCE VEHICLE BITE PRI VENDOR NAME NAME DATE DIF TIME DIF OTH VENDOR PART NO	R 6106 HAS BEEN 188UED AND PPR 8-0380-KC HAS BEEN BENT TO THE VENDOR ALONG WITH THE TEST UNIT. THE VENDOR DETERNINE THE CAUSE OF THE DISCREPANCY, INITIATE CORRECTIVE ACTION AND HOTIFY 60/C	64DE14 6D/C YES BOURNS NO EDE3E03003	DURING THE 1.5.P.T. TEST: MINUS OS DEGREES F. TEMPERATURE TEST: A 8/M 512-5141. PET LOT 710-1.	PPR B-DIEG-KC HAS BEEN BLNT TO THE VENDOR ALONG MITH THE TEST UNI CAUSE OF DIFFICULTY, INITIATE CORRECTIVE ACTION AND NOTIF" 6D/C.	640 ABRESB-2 YES 660213 JETT NO	MENT SZEID ERRONEGUSLY NEWT TO ZESO PERCENT ISM DURING THE JETTISON DESUENCE. MIRING DANASE AT M 18 SUSPECT.		DATA AVAILABLE 19 MOT SUFFICIENT TO DETERNINE THE CAUSE OF MALFUNCTION. 374-3-66-15 TRAN SOUCER-WIRING 660E11 67 NO	FAILURE MODE-MEASUREMENT PESP ERROHEOUSLY DROPPED FROM OF TO 18 PERCENT 18M. WINING BHORT OR OPEN 18 SUBPECT. BYPTEM EFFECT-MOME.	VEHICLE EFFECT-MOME. CORRECTIVE ACTION-WOME-MALFUNCTIONS OF THIS NATURE MAYE BEEN IMFREGUENT AND CORRECTIVE ACTION DOES NOT APPEAR TO BE MARRENTED.	
MER DIF DATA BOURCE NAME PART NUMBER	PPR 8-0380-KC MAS BEEM E CAUSE OF THE DISCREPANCY	UTP-PET 69-01004-183	ID DURING THE 1.8.P.T. 1 T. 8/N 818-0141. PET LOI	AND PPR B-DIED-KC MAS BEE THE CAUSE OF DIFFICULTY,	flient	TO ZERO PERCENT ISM BUR		MPICIENT TO BETERNINE T	ED FROM 87 TO 18 PERCENT	ME MAVE BEEN IWFREBUENT	
TEST/REPORT NUMBER PAILED COMPONENT NAME	SIDS HAS SEEN ISBUED AND I THE VEHOOR DETERNIME THE	GPC4834.1 UC PRESSURE TRANSOUCER	TOLERANCE COMDITIONS OCCURRED DURING THE 1.5.P.T. TEST: MIS DEGREES P. TEMPERATURE TEST: 5/N 512-6141, PET LOT 710-1.	R G1DG HAS BEEN INITIATED AV THAT THE VENDOR DETERHING TO	374-3-64-15 (JC MIRINE	HT 82610 ERROWEGUBLY NEWT IB BUSPECT.		DATA AVAILABLE IS NOT BU ST4-5-68-15 UC TRANBOUCER-WIRING	MT PESP ERRCHEOUSLY DROPPE	-MALFUNCTIONS OF THIS MATU	
87.81EM 808-8781EM	CORRECTIVE ACTION-CAR THIS PPR REGUESTS THAT	IMSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC ERB	FAILURE MODE-OUT-OF TO MO THE AFTER MINUS 65 D	CORRECTIVE ACTION-CAR T. THIS PPR REGUESTS TH	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUN ERS	FAILUNG MOOF-MEASUREMENT \$2615 EN VERNICK YAN ACTIVATION 18 BUSFECT. MYSTEM EFFECT-MOME.	VEHICLE EFFECT-NONE.	CORRECTIVE ACTION-WOME, INTRINGENTATION A/B TELEMETRY SET AND TRANSDUCERS	FAILURE MODE-MEASUREME BVRTEM EFFECT-MOME,	VENICLE EFFECT-NONE, CORRECTIVE ACTION-NONE, MARRENTED,	

SEMERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

87875H	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF	PRI VENDOR NAME IF OTH VENDOR PART NO	
INCTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	SOFTEND PRESSURE TRANSDUCER	UTP-PET E7-0:88E-88	940211 60/C	YES MIANCRO NO 84508-25	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-TWO OF THE MOUNTIN	OF THE MOUNTING HOLE DIAMETERS EXCEEDED THE REGUIREMENT OF 0.188 TO 0.218 INCH. BOTH WERE D.218 IN	FREWIRENENT OF G.	188 TO 0.218 SMC	H. BOTH WERE D.B10 IN	
CORRECTIVE ACTION-WIANGKO	CORRECTIVE ACTION-WIANGRO HAS RECTIFIED THEIR PROBLEM. REF.	REF; WAITTAKER COMP. THX MIC-8-2092X; DATED 8-3-66.	WIC-B-ROSEK, D	ATED 3-3-66.	
INSTRUMENTATION-A/3 TELEMETRY SET AND TRANSOUC ERS	69F4369 DIFFERENTIAL PRESSURE TRANSDUCER	C19-7E1	060E11 60/C	YES MIANCHO NO S4103-13	**
FAILURE MODE-DIMENSION N RED AS B.22G INCHES, THE RI	FAILURE MODE-DIMENSION M (MOUNTING HOLES) IS OUT OF TOLERANCE FOR TWO OF THE FOUR HOLES. BOTH DIMENSIOMS NERE MEASU RED AS B.220 INCHES. THE REQUIREMENT IS 0.193 INCH TO 0.218 INCH. BERIAL MUNDER SIINSSI. PET LOT 710-1.	E FOR TWO OF THE FLINCH. BERIAL NUMBER	MR HOLES. BOTH	DINCHSIONS WERE MEASU T 710-1.	
CORRECTIVE ACTION-EMBINEED	CORRECTIVE ACTION-EMGINGERING DESIGN STATES THAT THE INSTALLATION OF THESE TRANSDUCERS WILL NOT	ATION OF THESE TRAI PROBLEM WITH THEIL	ADDUCERS WILL NO	THESE TRANSDUCERS WILL NOT BE MEASURABLY AFFEC WITH THEIR SUBCONTRACTOR.	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	INSTRUMENTATION-A/R TELEMETRY SET AND TRANSDUC DIFFERENTIAL PRESSUME TRANSDUCER ERS	UTF-PET RY-01558-49	#60231 6 07C	YES WIANGRO MO 94103-9	***************************************
FAILURE MODE-TWO OF THE M. IMCM. AMD THE OTHER WAS D.	MOUNTIMS HOLE DIAMETERS EXCEEDED THE REQUIREMENT OF D.218 INCH. SERIAL MAMBER \$11-0258. PET LOT 710-1.		#5 IMCH TO 0.23	D.185 INCH TO D.213 INCH. ONE WAB D.227	
CORRECTIVE ACTION-WIANCEO	CORRECTIVE ACTION-WIANCKO HAS RECTIFIED THEIR PROBLEM, REF., WHITTAKER CORP. TWK WIC-8-2092X, DATED 8-30-48.	, MITTAKER CORP. TI	K WTC-8-ZOSZK+	DATED \$-30-66.	
TELEMETRY SET AND TRANSDUC!	69C4878.1 Pagaburg Taamaducga	UTF-PET 68-01003-19	3/04 602000	VEB BOURNS NO ROUAEDESDS	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-OUT OF TOLER. OMAL PERFORMANCE EXCEDED I LIBRATION DATA WAS APPARENT M SILLTRE. PET LOT 710-3.	FAILURE MODE-OUT OF TOLERANCE, DURING THE PROOF CYCLE FOLLOWING VIBRATION, ERROR BANDS RELATIVE TO SPECIMEN OPERATI Chal Performance exceeded the Specification Reguirement of Plus on Minus 1.0 percent F.S. A Mesative Shift in the Ca Libration data was apparent throughout the rated range of the Specimen, maximum error was minus 3.85 percent F.S. S.	LOWING VIBRATION, ERROR BANDS RELATIVE TO S PLUS OR MINUS 1.0 PERCENT F.S. A MESATIVE THE SPECIMEN. MAKIMUM ERROR MAS MINUS 3.83	M BANDS RELATIV ICENT F.S. A MES ERROR MAS MINUS	E TO SPECIMEN OPERATI ATIVE SHIFT IN THE CA 3.89 PERCENT F.S. B	
CORRECTIVE ACTION-CORRECTE	-CORRECTIVE ACTION NOT COMPLETED.				
				PA6E 0038	

PAGE SOBT

CORRECTIVE ACTION-TESTING IS TO BE MELD AWAITING SPECIMEN. THE DISCREPANT PART IS TO BE RETURNED TO THE VENDOR POR REWORK OR REPLACEMENT. VENDOR STATES THAT ALL UNITS HAVE BEEN IND PERCENT INSPECTED FOR WOUNTING SURFACE DIMENSIONS. SINCE FERRUARY 1946. ALL UNITS IN 60/C STOCK MERE CAREFULLY INSPECTED FOR WOUNTING SURFACE DIMENSIONS. ALL THOSE FAILING EXAMINATION WERE RETURNED TO THE VENDOR FOR REWORK OR REPLACEMENT.

SEMERAL DYNAMICS CONVAIR DIVISION

		DITTICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME	UNENTATION SYSTEM-A	RECRIE				
~	STATEM BUG-STATEM	TESTAREPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	317E TIME DI	O T T	BITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	
	IMSTRUMENTATION-A/B \$8CSD17.1 TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	69CSD17.1 PRESSURE TRAMSDUCER	UTP-PET 68-01001-30	******	3/09	2 2	TES BOURNS No SOSTETITO?	:
	FALLURE WOOG-DURING VIBRA IREMENT OF PLUS OR MINUS E URRED AT A VIBRATION FRESU	FAILURE WOOG-DURING VIBRATION IN THE Y-AXIS, DEVIATIONS FROM THE THEORETICAL OUTFUT EXCEEDED THE SPECIFICATION RESU Reyent of Plus or minus B.3 percent F.S. Maximum Deviation was from Plus 5 percent to minus 3 percent F.S., and occ Rred at a vibration fresuency of 100 cps. 3/m sir-3573, PET LOT 710-6.	M THE THEORETICAL ON WAS FROM PLUS S PERC LOT 715-6.	ENT TO NE	EDED THE	0348 8083 18083	IFICATION REBU F.B., AND OCC	
	CORRECTIVE ACTION-NEMO 96 PERFORMED IN THE VERTICAL THE MOST CRITICAL APPLICAT	CORRECTIVE ACTION-NEWO 963-9-66-26 INFORMS GUALITY ASSURANCE AND UTP INTEGRATION THAT ALL VIBRATION TESTS ARE TO SE Performed in the Vertical Plane, Transducers are acceptable for production use, no purther action resulaed secause The most critical application (Red-Line) occurs prior to plight and exposure to vibration.	E AND UTP INTEGRATIC FOR PRODUCTION USE: GHT AND EXPOSURE TO	M FHAT AL NO FURTH VIBRATION	L VIBRAT	TION 1	ESTS ARE TO BE. UIMED BECAUSE	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERB.	INSTRUMENTATION-A/B ETC4761.1 TELEMETRY SET AND TRANSOUC HELIUM TEMPERATURE TRANSOUCER ERB	UTP-PET 7-01638-8	*0#0#0	3/0 3	4 G	VES LEWIS WO Sepuses	*80887
	FAILURE MODE-MOUNTING BUR B 15 MINUTER BEVEL ANGLE N	FAILURE MODE-MOUNTING BURFACE DINZHBIOMB MERE OUT OF TOLERANCE, BERIAL MUMBER 812-0540. THE BD DEGREES PLUS OR MINU B 15 minutes bevel ancle measured 31 degrees 14 minutes.	NCE, BERIAL NUMBER !	18-0549.	THE 80 C	ECAEE	DERE BO SOLF B	
	CORRECTIVE ACTION-CONTINUCK ALL SPECIFIED DIMENSION M A MEETING HELD AT CONVALINATALCTED GO/C RECEIVING /c. DUE TO CONTINUED POOR BOURCE FOR NEW FROCUREMENT	CORRECTIVE ACTION-CONTINUE TEST ON THE SAME SPECIMEN, RETURN TO VENDOR AFTER TEST, VENDOR WAS MOTIFIED AGAIN TO CHE CK ALL SPECIFIED DIMENSIONS DURING THE LAT PER THE CONVAIR APPROVED PROCEDURE (LEMIS PROCEDURE LELATP-4, 4-16-39). I N A WESTING HELD AT CONVAIR ON 1-27-66, THE YEHOORS CHIEF EMGINEER, C. STEGNER, PROMISED TO DO THIS AT ONCE. 6D/C 9A INSTRUCTED 60/C RECEIVING INSPECTION TO PERFORM NOUNTING DIMENSION EXAMINATION ON EACH PART OF PET LOT 750-11 AT 6D /C. DUE TO CONTINUED POOR NORMANSHIP AND 6C BY THE VENDOR, CONVAIR DESIGN, 983-9, IS REMOVING LEMIS AS AN APPROVED BOURCE FOR NEW FROCUREMENT ON ALL 7-01633 AND 7-01664 PARTS.	N TO VENDOR AFTER TE FRENCED PROCEDURE (1 GINEER, C. BIEGNER, NENSION EXAMINATION CONVAIR DESIGN, 983-	AT. VENDO EMIS PRO- PROMISED ON EACH P	R MAS NO EDURE LE TO DO TR ART OF P	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	D AGAIN TO CHE 4, 4-10-39), I ONCE, 6D/C 9A 7 710-11 AT 6D 8 AN APPROVED	
	INSTRUMENTATION-A/8 69C4611.1 Telemetry set and Transduc Helium Pressure Transducer Ers	69C4611.1 HELIUM PRESSURE TRANSCUCER	U17-771 7-01808-8	*******	3/09	1 S	YES ROSENDIMT NO 1486	***************************************
•	FAILURE MODE-MOUNTING SUR Measured so degrees 38 Mi	FAILURE MODE-MOUNTIMS SURFACE DIMENSIONS WERE OUT OF TOLERANCE. THE 30 DESREES PLUS OR MINUS 15 MINUTES SEVEL ANGLE Measured 10 degrees 18 minutes. Serial mumber 108-0360.	NCE. THE 80 DEGREES	FLUB OR H	S SUNT	5 ×	CB BEVEL ANGLE	

GENERAL BYNANICS CONVAIR DIVISION

1000

DIFFICULTIES REVIEW-INSTRUMENTATION STSTEM-AIRBORNE

	***************************************					5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6				
VEHICLE BITE PRI VEMOOR NAME DATE DIP TIME BIP OTH VENDOR PART NO	E SEALING SURFACE NO SESSAB TEUTS	DOR FOR REWORK HAS PROHISED T H 6D/C STOCK WE D VENDOR FOR RE		,		·	HPER ARM LIFT		ME SERVONICINST.I NO NC. SG41-G101	JENT PAVE ALLON
e o	2 2	WEN TO THE TE TE				÷ 5	5		2 2	9 2 2
11 M 019	*D/C	TURNED TO IT. THE VE I. ALL UNI NE RETURN	ABREBA-1 YES			CTRIE	TTALBUTED		3/09	CCREES F. HAN THE 3
VEHICLE DATE DIP	\$11-143E.	TO BE RE DURING IA NA 1-27-66	\$050 \$60207		I REPAIR.	3002 66 0208	PROBLEM A		* 080*0	HUS SO D
DIF DATA BOURCE PART NUMBER	UTP-PAT 7-D1035-8 ANCE. SERIAL NUMBER .1 INCH.	NEN. DISCREPANT PAR) PECIFIED DIMENSIONS F ENGINEER AT 60/C (THOSE PAILING EXAM!	COMPORT TE-FRD/DFL		MED TO BAN DIEGO FOR	COMPOSITE-FR0/DFL	T UP TO 15 PERCENT.		UTP-PET 88-01008-1	FUT MOISE TEST AT . BUN, THE ERROR WAS
TEST/REPORT NUMBER FAILED COMPONENT NAME	IMBIRUMENTATION-A/B SECLASIE.1 TELEMETRY BET AND TRAMBDUC MELIUM PREBBURE TRAMBDUCER 7-D1635-8 ERB FAILURE MODE-MOUNTING BURFACE DIMENSIONS WERE OUT OF TOLERANCE. BERIAL MUMBER 311-1438. THE ENTIRE BEALING BURFACE APPEARED AS A CIRCULAR ARC MITH A NADIUS OF APPROXIMATELY D.1 IMCH.	CORRECTIVE ACTION-TESTING TO BE CONTINUED ON ANOTHER SPECIMEN. DISCREPANT PART TO BE RETURNED TO VENDOR FOR REWORK OR RELACEMENT. THE VENDOR HAS PROMISSED TO OD THIS INMEDIATELY THE VENDOR HAS PROMISSED TO OD THIS INMEDIATELY PER CONVERSATION WITH THE VENDOR CHIEF ENGINEER AT 60% OM 1-27-66. ALL UNITS IN 60% STOCK WE RE CAREFULLY INSPECTED FOR MOUNTING SIMFACE DIMENSIONS, ALL THOSE FAILING EXAMINATION WERE RETURNED TO VENDOR FOR REMORE OR REPLACEMENT.	#96-1-009 Transmitter	FAILURE MODE-TELEMETER 'REGUENCY WAS OUT OF BPECIFICATION. BYSTEN EFFECT-LWPROFER ANALOG SIGNALS.	VENICLE EFFECT-MOME. Corrective action-the telemetry package was lard and returned to san diego for repair.	PR-TBN-U2-5001 Transoucer	FAILURE MODE-MEABUREMENT H33P DISPLAYED LEVEL VARIATIONS OF UP TO 15 PERCENT, PROBLEM ATTRIBUTED TO WIPER ARM LIFT FF.	BYBIEM EFFECT-MONE, 1038 OF SINGLE NEABUNEMENT ONLY. Vehicle effect- mone, Corrective action-transducer has replaced.	69C4603.1 AM6. DISP. TRANSDUCER	FAILUME MODE - OUT OF FOLERANCE. THE FUNCTIONAL CHECK - OUTFUT MOISE TEST AT MINUS 30 DEGREES F. SHOWED MOISE OF 25 DS NY. THE RESULREMENT IS 100 NY MAX. DURING THE P. C. CAL. RUN, THE ERROR WAS GREATER THAN THE 3 PERCENT FOUR ALLON
27878 208-978752	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS FAILURE MODE-MOUNTING SUS APPEARED AS A CIRCULAR ARK	CORRECTIVE ACTION-TESTIM OR REPLACEMENT, THE VENDCA O JO THIS INMEDIATELY PER RE CAREFULLY INSPECTED FOR	INSTRUMENTATION-A/B \$96-1-009 TELEMETRY SET AND TRANSDUC TRANSMITTER ERS	FAILURE MODE-TELEMETER 'REGUEMCY WAS O SYSTEM EFFECT-ANFROPER ANALOG BIGHALS.	VEHICLE EFFECT-NOME. CORRECTIVE ACTION-THE TEL	INSTRUMENTATION-A/B TELEMETRY BET AND TRAMBOUC ERB	FAILURE MODE-MEASUREMENT OFF.	STRICK EFFECT-MONE, LOSS OF SINGLE NEASUNE VEHICLE EFFECT- MONE, CORRECTIVE ACTION-TRANSUCER MAS REPLACED.	INSTRUMENTATION-A/B 69C4605.1 TEL.METRY SET AND TRANSDUC ANG. DISP. TRANSDUCER	FAILURE MODE - OUT OF TOL

GENERAL DYNAMICS CONVAIR DIVISION

					Take accura	
TEST/REPORT NUMBER FAILED COMPONENT MAME	E PART NUMBER	OATE DIF	TINE DIF	E 5	VENDOR PARE	
ABLE AT MINUS 30 DEGREES F. S/M 512-0385, PET LOT 710-2 Corrective actiom - Cause of the Moise is Unknown, The The Specification will be Chansed to Delete The LOW Ten Dog for Deleteralmation of the Pet Liberiul Abity.	ABLE AT MINUS 30 DEGREES F. S/N 512-0365. PET LOT 710-8. Corrective action - Cause of the moise is unknown. The output error was caused by an improper calibration Fixture. The specification will be changed to delete the Low Temperature moise check. A PPR was initiated and sent to the Ven	BY AN IMP	IOPER CA	AND BA	AN IMPROPER CALIBRATION FIXTURE. WAS INITIATED AND SENT TO THE VEN	# # # # # # # # # # # # # # # # # # #
FREGGLESS.1 PRESSURE TRANSDUCER	U19-PET 69-01003-89	***********	3/03	2 2	BOURNA RD07371702	•
OUT OF TOLEGANCE, DURING THE WINUS MAL PERFORMANCE EXCEDED THE SPECIF PERCENT F.S. OCCURRED AT 80 PERCENT	FAILUME WOOE - OUT OF TOLEGANCE, BUZING THE MINUS 100 DEGREES F. TEMPERATURE ENVIRONMENT, ERROR BANDS RELATIVE TO:S Pecimen Caerational performance exceeded the Specification Regulicument of Plus or Minus 2.5 percent F.S. Maximum err or of Minus 6.3 percent F.S. Occurred at 20 percent of Rated Pressure, 8/N 801-3645, Pet Lot 710-4	NVIRONMENT, OR MINUS 2. 8643. PET 1.	ERROR S PERCE	MANOS	MELATIVE TO 8	
AUSED BY A DA TO SCREEN AL ERCISE MORE C	CORRECTIVE ACTION - THE FAILURE WAS CAUSED BY A DAMPING PLATE THAT WAS DAMAGED DURING REWORK AT THE VENDORS PLANT. Receiving inspection has been hotified to screen all units in this lot that have been reworked by the vendor. The vendor has motified his inspectors to exercise hore care when inspecting reworked units.	DURING REY C BEEN REW UNITE.	ORK AT	7HE V	ENDORS PLANT. VENDOR. THE VE	
CT-TI-24-3305 FOASS BUFFLY, TRANSISTOR	FAR R7~18116~8	2000 \$40203	FACTORY	7E\$ 60/C	· >/09	, to
E TRANSQUCER DOSTER TEST	FAILUME MODE-FAIL DURÇME OPERATION, THE TRANSDUCER POWER BUPPLY INDICATED A WATAGE SHIFT FROM S TO OVER & VOLTS DI Rect current output during integrated booster test ayes-dasid-das-138.	LTAGE BHIFT	FR081 9	0	VER & VOLTA DE	
TRANSISTOR 18 MADE AVAI 11EMS TEST &	OM-FAILURE COMFIRMED. A TRANSISTOR MAS FOUND TO BE OPEN CIRCUITED. THE EXACT CAUSE OF FAILURE LOULD Only the power supply has made available for analysis, p/m 33-13540-801: Berial Mumber 124-D. 6D/C. Of advising combined byatens test stand personnel of the results of this analysis.	ED. THE EXA 3540-801: 4 8 OF THIS A	SERIAL MUSE AMALYBIS.	E OF	FAILURE COULD	w
SLV-SD-S4-SOSSF TRANSOUCER.FRESOURE	FAR 68-01003-19	71-15 665251	e 12		***************************************	***************************************
THE TRANSOUS MERE APPLE	FAILUME MOGE-FAILUME DURING OFERATIOM. THE TRANSDUCERS OUTPUT WAS MORNAL BETWEEN ZERO TO 25 PEIA. NO CHANGE IN OUTP 17 occumred whem pressumes above 35 pbia here applied. This part measumes fuel tank pressume.	EN ZERO TO TANK PRESSI	38 P81A	8	CHANGE IN OUTS	
18 8ENT TO TI	om-rar bly-80-84-8873 was bent to the vendor advising of possibility of manufacturing discrepancies.	ILITY OF M	HUFACTU	*	DISCREPANCIES.	
					9100 3974	

SEMERAL BYNAMICS CONVAIR BIVISION

****	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBOANE	HENTATION SYSTEM'A	IRBORNE				
87878.c 808-878788	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	81TE TINE 01F	E 0	VENDOR MANE VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	68C4608.1 AMS, DISP, TRANSDUCER	UTP-PET 66-0100E-3	******	9/Q\$	# Q	BERVONICINBT. I NC. BO41-0163	***
FAILURE WODE - OUT OF TOLERANCE, OIL LEAKED FROM E FINE FINE ADJUST SCREW OF THE COVER PLATE, POON BIOM CAUSED THE LEAK, B/N SII-DRPT, PET LOT FIG-1.	F OF TOLERANCE, OIL LEAKED FROM AROUND THE FINE SCREW OF THE COVER PLATE, POOR MORKMANBHIP AND IX, B'N SII-DEPP, PET LOT PID-1,		AND FROM T	HE MIDDLE THENT OF	# TE	ADJUST SCREW AND FROM THE MIDDLE SCREW (MEAREST TH INSUFFICIENT FINE ADJUSTMENT OF THE O-RING COMPRES	
CORRECTIVE ACTION - SERVONIC REFERENCE HAS BEEN CHANGED FROM 0.851	I - BERYONIC REPLIED TO PPR B-0318-KC ON 9-10-68 STATING THAT THE ADJUSTMENT CAM O-RING GROOVE DIAN IGED FROM D.231 PLUS OR MINUS D.001 INCH TO D.264 PLUS OR WINUS D.001 INCH. AND THAT THE O-RING GRO M CHANGED FROM 64 TO 3E.	G-es STATING THAT G. 254 FLUS OR MINU	THE ADJUST 8 0.001 EN	HENT CAM	MAT	NG GROOVE DIAM THE O-RING GRO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	ESCATEG.1 RANSDUC ANG. DISP. TRANSDUCER	UTP-PET 69-01008-1	******	9/0 1	2 Q	SERVONICINST. I MC. SG41-D1G1	081000
FAILURE MODE - OUT OF TOLERANCE, DURING B OR HINUS S PERCENT FRUR ALLOMABLE, THE APPROXIMATELY REG NV. MAXIKUM ALLOMABLE	T OF TOLEKAMCE, DURING THE MINUS 30 DEGREES F. TEMPERATURE TEST THE ERROR WAS GREATER THAM THE PLU HT FAVA ALLOMABLE, THE FUNCTIONAL GREEK - OUTPUT MO! © TEST AT MINUS 39 DEGREES F. SHOWED NOISE OF WY. MAXINUM ALLOMABLE IS 100 MV. S/M S110303. PET LOT 710-1.	F, TEMPERATURE TE. UTFUT MOLIC TEST A GS. PCT LOT 710-1.	ET THE ERR T MINUS 30	OR WAS GR DECREES	€ATE F. #	ACHED NOISE OF	
CORRECTIVE ACTION - OUTPU GED TO DELETE THE LCW TEMP ET JANEGULARITY.	- OUTPUT CRROS WAS CAUSED BY LAPROPER CALIBRATION FIXTURE AND METHOOS. THE SPECIFICATION Low temperature mojae check. A PPR was initiated and serit to the vendor for determination	BKATION FIXTURE AM IATED AND BENT TO	D METHODS.	THE SPECIFICATION FOR DETERMINATION	7 N N N N N N N N N N N N N N N N N N N	ATION WAS CHAN	
TRANSDUC	PRESEURE TRANSDUCER	UFP-FET 40-01004-183	980124	£0/c	. 3	NO EDESEGNOS	
FAILURE MODE-DIMEMBION C.	FAILURE MODE-DIMENSION C PER FIGURE 1 OF PROCEDURE SPIASIA MEASURES 1.04 INCH. TOLERANCE IS D.ST TO 1.03 INCH. MEAS Mement accuracy is plus on minus ,001 Inch. 8/N Siguiss. PRT LOT Pig-1.	EASURES 1.04 INCH. LOT 710-1.	Tolerance	19 0.01	2	.03 INCH. NEAS	
COARECTIVE ACTICH-TESTING WAS CONTINUED ESS DIMENSION OF TRANSDUCER CASE OUTSIDE ALERTE AT THE VENDORS FACILITY.	28	COMPLETION, ACCUMULATION OF SOLDER AROUND MOUNTING MOLE INCREASED THICK! ALLOWABLE LINITS, YENDOR HAB SEEM INFORMED AND BUALITY CONTROL HAP BEEN	AROUND MOU	NTING HOL	* 5	REASED THICKN FROL HAS BEEN	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	FRESCRESS.1 PRESSURE TRANSCUCER	UTF-PET 69-01004-188	731099	FACTORY	* Q	YES BOURNS	
FAILURE MOR-OUT OF EXPEC	OF EXFECTED TEST VALVE, OUTPUT VOLTAGE FROM THE TRANSDUCER FOLLOWING AN 80V, 40MB TRANSIENT VOLTAGE	THE TRANSDUCER FO	LLOWING AN	. * 40	£ .	ANBIENT VOLTAB	
		Contract of the Section of the Section Contract of the	Contract of the last of the la	SALES OF PERSONS ASSESSMENT OF PERSONS ASSES		The state of the s	

GENERAL BYNAMICS CONVAIR BIVISION

DIPFICULTIES REVIEW-INSTRUMENTATION STATEM-AIRBORNE

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-ALPROANE	MENTATION SYSTEM'AL	RBORNE				
8787EN 848-8787EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE Date DIF	817E 71MC 31F	VEHICLE SITE PRI VENDOR MAME DATE DIF TIME DIF OTH VENDOR PART NO	NAME PART NO	
E WAS S.DED VOC. PRIOR TO THE PROXIMATELY 14. PPSIA THROUGHON	E WAS BORD VOC. PRIOR TO THE TRANSIENT VOLTAGE APPLICATION, THE CUTPUT VOLTAGE MAS BOIES VDC, PRESSURE INPUT WAS APPRICATION.	THE GUIFUT VOLTAGE	WAS 0.183	VOC. PR	THE INTE	44 443	•
CORRECTIVE ACTION-TEST PEI	OM-TEST PERSONNEL REINSTRUCTED.						
INPTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	SLV-98-24-5034F Transoucer, Absolute-Pressure,	FAR 69-01003-7	5302 660119		BOURNS BOOLEOGTOS		# * * * * * * * * * * * * * * * * * * *
FAILURE MODE-FAILURE TO OF BUCER, LOSS OF OUTFUT ATTR	FAILURE MODE-FAILURE TO OPERATE AT PRESCRIBED TIME. DUR?NG FUNCTIONAL TESTING MO OUTPUT WAS RECEIVED FROM THE TRANS Ducer, loss of output attributed to pin hole in Bellons.	TURCTIONAL TESTING A	D OUTPUT	WAS RECE!	VED FROM TH	TRANS	
CORRECTIVE ACTION-RAW BLY. CORROSIVE SOLDER FLUX.	CORRECTIVE ACTION-RAY BLY-09-24-0575 WAS BENT TO THE VENDOR REQUESTING HIS REVIEW OF TRANSDUCER BELLOMS CLEANING OF Corresive solder flux.	REGUESTING HIS REVI	EV OF TRA	NSDUCER 1	ELLOWS CLEAN	ING OF	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC.	EPC4763.1 LOE TEMPERATURE TRANSDUCER	UTP-PET 7-01649-9	************	9/0	YES ROSEMOUNT YES SSAAG	5	*1806*
FAILURE MODE-DUNING YIBRA BHCRIED CONDITION MAS FOUR	FAILURE MODE-DURING VIBRATION A SHORTED OR LOW IMPEDANCE CONDITION WAS MOTED FROM PIN A TO PIN B. AFTER VIBRATION SHORTED CONDITION WAS POWND BETUEEN PIN B. AND CASE, BERIAL NUMBER 507-0703.	AZITION WAS NOTED FR NUMBER SOT-0703.	4 N14 HO	10 PIN B	AFTER VIBR	A HOIL	
CORRECTEVE ACTION-XOBEWOLD N THE 53-01259 TEMPERATURE	COURECTIVE ACTION-ROSEMOUNT SUSMITTED A VCP TO CHANGE THE CASE PACKING MATERIAL TO FIRM FOAM-TYPE POTTIMG AS USED In the 53-01239 temperature transducers, it was approved on 2-21-66 By emginering, vap 7-01648-8-VCP-004.	CASE PACKING MATERIAL TO FIRM FOAM-TYPE POTTIM 2-21-66 BY ENGINEERING, VAF T-01648-8-VCF-004.	TO 71814	FOAM-TVP	POTTIME AB	USED O	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC I ERS	2762763.1 Log Temerature Transducer	7-01649-9	*******	5/09	NO ROSENOUNT YES 18446	5	E 7 8 0 0 0 0
FAILURE MODE-THE ELEMENT :	FAILURE MODE-THE ELEMENT RESISTANCE FROM PIN A TO & NEASURED SIG.DG OMMS AT RS.S INCHES OF MERCURY PRESSURE. IT SHO ULD HAVE BEEN 488-5 PLUS OR MINUS 5.5 OMMS. SERIAL MUNDER SGT-G703.	310.00 OHMS AT 28.	* 14646	OF HERCU	Y PRESSURE.	11 0H8	
CORRECTIVE ACTION-THE DUT OF E BATISFACTORY. THE COMDITION	OF TOLERANCE COMBITION COULD NOT BE VERIFIED. VALUES DURING THE RENAINDER OF THE TEST WER TON WAS PRESUMED TO BE A TESTING ERROR.	IE VERIFIED. VALUEB	DURING TH		ER OF THE T	101 KR	

PA6E 5041

SENERAL DYMANICS

16 JUN 1966

D. MARICA	#0141410
344444	CONVAIR

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

8787EN 808-878TEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE FART NUMBER	VEHICLE DATE DIF TE	BITE PRI	DATE DIF TIME DIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	BDC/ABURS-BB1-BB2/FC-CO-B1-BBS0-BB CONFOSITE-FACTORY STELEMETER -COMMUTATOR- R7-B1636-E1	1	8801 FA	FACTORY YES	YES FIFTH DIMENSIONO IN	718000
FAILURE WODE-FAIL DURING (RPS 18 ALLOWED.	DURING OPERATION. THE CHANNEL =13 COMMUTATOR INDICATED 4.17RPS DURING THE TEST, A MINIMUM OF 4.25	OR INDICATES 4.178P	R DURING TH	4	MINIMUM OF 4.25	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	B 60C4959-1 TRAMSDUC PRESSURE TRAMSDUCER	UTP-PET 69-01003-88	000117 60/C		YES BOURNS NO EDD737104	****
FAILURE MODE-DURING VIBRATION IN THE V AXIS, DEVE IOM REGUIREMENT OF FLUS OR MINUS E.S PERCENT F.S. RE OBSERVED. STATIC PRESSURE IMPUT TO THE RPECIMEN VIBRATION FREGUENCY, S/N 310-3431, PET LOT 710-5.	FAILURE MOCE-DUSIME VIBRATION IN THE Y AXIS, DEVIATIONS RELATIVE TO SPECIMEN CUTPUT VOLTAGE EXCEEDED THE SPECIFICATION REQUIREMENT OF FLUS OR MINUS & PERCENT F.S. WE NO SEQUIREMENT OF FLUS OR MINUS & PERCENT F.S. WE NECENTED. STATIC PRESSURE IMPUT TO THE SPECIMEN MAS ASD PSIA, MAXIMIM DEVIATION OCCURRED AT APPROXIMATELY 100 CPS VIBRATION FREGUENCY, S/M 310-3431, PEF LOT 710-3.	TIVE TO SPECIMEN OU DEVIATIONS IN EXCES IA. MAXIMUM DEVIATION	FFUT VOLTAGE B OF PLUB OF	EXCREDER PMINUS 4 AT APPROV	THE SPECIFICAT PERCENT F.S. WE HMATELY SOO CPS	
CORRECTIVE ACTION-MEND 95. PERFORMED IN THE VERTICAL THE MOST CRITICAL APPLICAT	N-WEWS 953-9-36-26 INFORMS GUALITY ASSURANCE AND UTP INTECRATION THAT ALL VIBRATION TESTS ARE TO BE Vertical plane, transducers are acceptable for production USE, no further action reguired because Application (RUD-LINE) occurs prior to plight and expusine to vibration.	AKO UTP INTEGRATIO FOR PRODUCTION USE. HT AND EXPUSURE TO	W THAT ALL " NO FURTHER FIBRATION.	IBRATION ACTION RE	TESTS ARE TO DE BUIRED SECAUSE	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	# 27C4761.5 TRANSDUC HELIUM TEMPERATURE TRANSDUCER	UT = PET P-0:688-8	96011E 60/C		YES LEWIS NO 368348	• 2200
FAILURE MODE-MOUNTIME BURI	FAILURE MODE-MOUNTIME BURFACE SIMSHAFONS WERE OUT OF TOLERANCE. BERIAL MUMBER 310-0344 (483L).	CE. BERIAL NUMBER S	10-0344 (48)			
CORRECTIVE ACTION-OBTAIN A BY DURING INE LAT (LEXIS PY TING DIMENSION EXAGINATION EMDOR: COMMAIN DESIGN: 983-	CORRECTIVE ACTION-OBTAIN A NEW TEST SPECIMEN. YENDOR HAS BEEN NOTIFIED TO ENECK ALL SPECIFIED DIMENSIONS ON EACH PA By During the Lat (lexis procedure leisty-4, 4-10-85), 6D/C oa instructed 5D/C receiving instruction to perform moun Time dimension examination om each part of pet lot 710-11 at 6D/C, due to continued poor worknamble and 9C by the V Endor, compair design, 563-9, 15 removing levis as an approved sounce for New procurement on all 7-01633 and 7-01684 Parts.	M MOTIFIED TO THECK A INSTRUCTED SOLC M GOLC, DUE TO CONTIND D SOURCE FOR NEW PR	ALL SPECIFICETYING THE THE SCURENENT OF	ED DINENTION TRUCTION IRMANBHIP	IONS ON EACH PA TO PERFORM MOUN AND SC BY THE V 633 AND 7-01684	
IMBTRUMENTATION-A/B TELEMETRY BET AND TANNSDUC I	BLW-80-24-5056F Telemater canboter	FAR 89-11100-947	860110 WTR	_	BENDIX 68-11100-947	
FAILURE MODE-OUT OF TOLERA D.	of Tolehamce. Telemeter displayed is percent moise om all chamnels. Maximum of 8 percent is allowe	T NOISE ON ALL CHAN	ELG. MAKINI	2 2 2	RCENT 18 ALLONE	

PASE COAR

SENERAL BYNAMICS CONVAIR BIVISION

18 JUN 1868

8 4 5 1 K K K K K K K K K K K K K K K K K K	TEST/REPORT NUMBER FAILED COMPONENT MAME	PART NUMBER	VEHICL SITE DATE DIF TIME DIF	OTH VENDOR PART NO	
ORRECTIVE ACTION-RAR BLY-	CORRECTIVE ACTION-RAR BLY-80-24-8377 REQUESTING 60/C BURYEY AND RECYCLE ALL TELEMETERS MOT SMCLUDED 3M ECP 3484.	EY AND RECYCLE ALL TE	LEHETERS NOT INCLU	DED IN ECP 3484.	***************************************
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC P	FREELESS TRANSDUCES	UTF-PET \$8-01004-12\$	SEDIOY FACTORY	YES BOURNS NO SUESECIONS	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILUME MODE-FAIL TO OPERA IOM BUSCEPTABILETY TEST.	TO OPERATE AT THE PRESCRIBED TIME. THE TRANSDUCER WAS MON-CPERATIVE POLLOWING THE REVERSE EXCITATIVES.	TRANSDUCER WAS NON-CE	ERATIVE FOLLOWING	THE REVERSE EXCETAT	
CORRECTIVE ACTION-ECP 3843 INSTRUMENTATION-A/8 TELEMETRY SET AND TYAMSDUC 1 ERS	CORRECTIVE ACTION-ECP 3843 INITIATED WHICH GIVES REVERSE VOLTASE PROTECTION OF -283. LEMETRY SET AND TRAMSDUC TEMPERATURE TRAMSDUCER 7-01584-83	VOLTASE PROTECTION UND UTP-PET 7-01684-E3	-283. 660103 FACTORY	YES ROSEMOUNT NO 150FD	0 17
FAILUME MODE-OUT OF YOLERA C SMEWE 0.5 SEC ALLOMED, RE D.	FAILUME MODE-OUT OF TOLERANCE. TWO UNITS SHOWED MUF OF TOLERANCE RESPONSES AS FOLLOWS. TIME CONSTANT 3.4 AND 3.6 SE C MERE G.S SEC ALLOWED, RESPONSE TIME 3.4 AND 3.8 SEC MERE 3.0 SEC ALLOWED. FAILURE CONFIRMED, CAUSE NOT DETERMINE D.	LERANCE RESPONSES AS RE 3.0 BEC ALLONED. F	FOLLOWS. TIME COME ALLURE COMFIRMED,	CAUSE NOT DETERMINE	
CORRECTIVE ACLICM-THE VENDORN UMITS PASS NEW SPECIFICATION.	COPRECTIVE ACTION-THE VENDORMAB NOTIFIED AND THE SPECIFICATION WAS CHANGED TO ALLOW A MORE REALISTIC TIME CONSTANT Units pass hem specification.	ATION WAS CHANGED TO	ALLOW A MORE REAL!	STIC TIME CONSTANT.	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC P ERS	FRESCAESA.S PRESSURE TRANSDUCER	UTP-PET 48-01004-183	660103 FACTORY	YES BOLKNS	••••
FAILURE MODE-FAIL TO OPENA HE TEST SPECINEM, CUTPUT YO ER IT STAILITEDAFTER AROUT O REVERSE VOLTAGE.	FAILURE MODE-FAIL TO CPERATEAT PREBCRIBED TIME, FOLLOWING THE TRANBIEMT VOLTAGE TEST, MO GUTPUT MAS OSTAINED FROM T He Test Specimen, cutput voltare wal erratic immediately following the reverse excitation susceptability test, Homey er it stabilitedapter arout 1 minute. The reverse excitation test preceded the transient voltage test, Pailure due 7 o reverse voltage.	THE TRANSIENT VOLTAG DLOWING THE REVERSE ON TEST PRECEDED THE	E TEST, MO OUTPUT EXCITATION BUSCEPT TRANSIENT VOLTAGE	MAS OSTAINED FROM TABLLITY TEST, HOMEY TEST, FAILURE DUE ?	
CORRECTIVE ACTION-ECP 3648	3945 ADDR REVERSE YOLTAGE PROTECTION TO -EES.	4 TO -223.			
INSTRUMENTATION-A/8 TELEMETRY SET AND TRANSOUC TERS	60C/GRF83-UYG/401-00-88 Transmittra	FLISHT 87-1448G-8	8:0 8:5 6:1220 190	YES BENDIX NO	
FAILURE MODE-OUT OF BPECIF	OF SPECIFICATION, COMMUTATED MAVEFORMS SEGAN TO SHOW SIGNS OF LOW SIGNAL STRENGTH AT APPROXINATELY	TO SHOW SISHS OF	LOW BISHAL STREMS	TH AT APPROXIMATELY	

GENERAL DYNAMICS CONVAIR DIVISION

2007

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

NATEN BUS-STATEN	TEST/MEPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	11 ME 01F	VEHICLE BITE PRI VENDOR MANE DATE DIF TIME DIF OTH VENDOR PART NO	
188 SECONDS, PROBLEM CAUSED BY CC BYSTEM EFFECT-OPERATION TOO LOM, ABLE ONLY FOR BRIEF PERIODS AFTER	188 SECONDS, PROBLEM CAUSED BY COMBINED EFFECTS OF POOR AMTENNA LOOK ANGLE AND LESS THAN MORNAL TRANSHITTER PONER. Bystem effect-operaticy too low, as result of low signal strength, data was very moisy after 210 seconds and was us ble only for brief periods after this time.	ENHA LOOK ANGLE AND RENGTH, DATA WAS VER	LESS THAN	FYER BIO	RAMBHITTER POYER.	•
VEHICLE EFFECT-NOME.	-WOME. ON-WOME, PROBLEM CONEIDERED TO SE AN ISOLATED CASE.	. CABE.				
INSTRUMENTATION-A/B BLV-AB-24-50/8-P TELEMETRY BET AND TRANSDUC TELEFAK CANISTER ERB	BLVAR-24-3005-P TELEPAK CANISTER	FAR 69-11100-649	991850	PACTORY	YES NO	400
FAILURE WODE-STRUCTURAL, ATED CHANNELS WERE IN EXCE BAR OF RESISTOR 8-1 IN THE	FAILURE WODE-STRUCTURAL, UNIT REPORTEDLY FAILED BY INDICATING THAT THE 100-PERCENT CALIBRATION PULSES ON ALL COMMUT ATED CHANNELS WERE IN EXCESS OF 120 PERCENT OF THE INFORMATION BANDWIDTH. THE CAUSE OF FAILURE WAS A BROKEN SILICON BAR OF RESISTOR S-1 IN THE 55-13540-817 POWER SUPPLY BEING PAY-TORGUED.	WG THAT THE 100-PERC ON BANDWIDTH, THE CA RY-TORBUED,	ENT CALÍS	RATION PL	LSES ON ALL COMMUT A BROKEN SILICON	
CORRECTAVE ACTION-FAILURE LY. REF. RAR SLV-43-24-858 R SHPPLY OF A COMPONENT NO	CORRECTIVE ACTION-FAILURE WAS CONFIRMED, 6D/C PERSONNEL ALERTED REFARDING FOSSIBLE LCOSE MOUNTING OF THE FONER SUPP LY, REF. RAR SLV-AS-24-8553. RAR FLV-AS-24-6266 BENT TO TELEMETRY DESIGN CONCERNING THE USE IN THE 35-1354D-817 POME R SUPPLY OF A COMPONENT NOT MEETING THE TELEMETER VISRATION SPECIFICATIONS.	RTED REGARDING POSSI METRY DESIGN CONCERN SPECIFICATIONS.	BLE LCOSE	MOUNTING	GP THE POMER BUFF	
148TRUMENTATION-A/3 TELEMETRY BET AND TRANSOUCERS	SECASTOR TRANSDUCER	UTF-PET 68-01003-39	# 0 # E 6 # E	50/C	YES SOURNS NO EDUTSTITUT	992320
FAILURE WODE-OUT OF SPECE RATIO EXCECDED SPECIFICAL ERCENT FULL BCALE SIMUSOLO	FAILURE WODE-OUT OF SPECIFICATION. UIMING VIBRATICM ON THE Y-AXID, ERROR BANDS RELATIVE TO SPECIFEM, CUTPUT VOLTAGE RATIO EXCEDED SPECIFICATION REGULIEMENTS, MAXIMUM SPECIFICATION REGULIEMENT MAXIMUM STOP NEWS PERCENT AND WINUS 3.0 PREENT FULL SCALE SINUBOLOAL OUTPUT, THE MPECIFICATION REQUIREMENT IS PLUS OR MINUS 2.5 PERCENT FULL BCALE? NAXIMUM.	T-AXIS, ERROR BANDS BSERVED AT 100 CP2 ' REWENT IS PLUS OR MI	RELATIVE KRE PLUS NUS 8.5 P	TO SPECIF 3.E PERCE ERCENT FL	EN. CUTPUT VOLTAGE HT AND MINUS 3.0 P FLE BCALE: MAXIMUM.	***************************************
CORRECTIVE ACTION-UNKNOWN.	•				manajar a gramovariato profes presente manas e	
SMSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	/B 69C4973.1 Transouc Pressure Transoucer	U17-7E1 69-01003-13	651808	5/09	FES BOURNS No Rodardessa	······································
FAILURE MOE-COMTANINATIO H AN INLET PRESSURE OF ES INTRODUCED DURING REMORE A	FAILUNE MUCE-COMTANINATION. AFTER STABILIZATION AT "188 DEC F. THE OUTPUT VOLTACE RATIO DROPPED TO 6.79 PERCENT MIN H am inlet pressure of es percent. Budsesvent operation at room temperature was hormal. Cutting oil on the element. Introduced duming remora at vendors plant. Formed and insulating film. S/M 511-4726. Fet lof 718-4.	F, THE OUTPUT VOLTA OOM TENPERATURE MAS TING FILM, S/M SES-1	SE KATIO PORMAL: C	UTTING OF	I ON THE ELEMENT.	

SCHERAL DYNAMICS CONFAIR BIVISION

DIPPICULTIES REVIEW-INSTRUMENTATION SYSTEM" AIRBORNE

AYBTEN	TEST/REPORT NUMBER DIF DAT	A SOURCE	_	37.14	PRI VENDOR NAME	
200-916E	FAILED COMPONENT NAME	PART RUNDER	DATE DIF	TIME DIF	OTH VENDOR PART NO	
CORRECTIVE ACTION-VENDOR !	HAS ESTABLISHED SPECIAL CLEANING FOR	M REWORKED UNITS.				611100
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUCT	BLV-AS-E4-SD48F Tranbducer, accelerometer	FAR 87-01988-7	71-20 651206	FACTORY	KSSTLER BOSM47	******
FAILURE MOSE-OUT OF SPECIF	OF SPECIFICATION, DUE TO TEMPERATURE SENSITIVITY. UNIT MEASURES ACCELERATION.	IIVITY. UHIT MEABURE	S ACCELER	1110#.		
CORRECTIVE ACTION-INFORMA	CORRECTIVE ACTION-INFORMATIVE TYPE RAR BLV-A8-24-8588 WAS FORMARDED TO THE VENDOR ADVISING OF THE FAILURE SYMPTOMS	MHARDED TO THE VEH	OR ADVIBIN	46 OF THE	FAILURE SYMPTOMS.	
INSTRUMENTATION-3/B TELEMETRY SET AND TRANSDUC ERS	SSCASSS PRESSURE TRANSDUCER	U17-9ET 69-01603-19	4211E4	3/03	VEB BELVONSC NO BUSS-ESS	****
FAILURE MONE-OUT OF SPECIS PEAK SANUSOIDAL OUTPUT YOU MINUS Z.S PERCENT FULL SCAS	OF SPECIFICATION, TWO UNITS WERE REJECTED DURING 2-AXIB VIBRATION TESTING WHEN THE MAXIMUM PEAK TO OUTPUT WOLTARE ERROHS WERE ? PERCENT AND 10 PERCENT RESPECTIVELY, SPECIFICATION LIMITS ARE PLUS OK . FULL SCALE, THE FAILUMES WERE, CAUSED BY IMPROPERLY ADJUSTED COUNTER BALANCES.	URING Z-AXIB VIGRA) Percent Hespectivel Properly Adjusted of	TION TESTING. T. SPECIFI	GE WEN T	HE MAXIMUM PEAK TO INITS ARE PLUS OK	
CORRECTIVE ACTION-THESE TO 3-T: -13: -13: AND -2: UKI D TO PROVE COMPLIANCE WITH	CORRECTIVE ACTION-THESE TWO UNITS WILL BE EXTURNED TO THE VENDOR FOR REWORK TO APECIFICATIONS. ALL SCHVONIC -T: -13: -19: AND -21 UNITS ARE TO SE RETURNED TO THE VENDOR VIA SURVEY SI-65 REVISION A. EACH UNIT WILL BE TO PROVE COMPLIANCE WITH SPECIFICATIONA. THE UNITS THAT DO NOT COMPLY WITH SPECIFICATIONS WILL BE REWORKED.	NGOR FOR REMORK TO I VIA BURNEY 21-65 F NOT COMPLY WITH BPU	SPECIFICAL EVISION A	EACH UN	. SCHVOMIC 69-0100 IT WILL BE VIBRATE R REWORKED.	
INSTRUMENTATION-1/B TELEMETRY SET AND TRANSOUC	GOCASOS PRESSURE TRANSDUCER	45E1	93118	209	YES SERVOMIC NO 3031-8359	***
FAILURE MODE-ERRATIC OFER. FULL SCALE AT SS CPS AND P ECIFICATION LIMITS ARE PLU	FAILURE MODE-ERRATIC OPERATION. TWO UNITS WERE REJECTED WHEN THE MAXIMUM OUTPUT VOLTAGE SPIRED WERE MINUS S PERCENT Full scale at 88 CPS and minus 3.8 percent full scale at 84 CPS respectively, during the x-axis vibration sweep. SP Cification Limits are plus on minus 2.8 percent full scale.	FHE MAXIMUM OUTPUT CPB RESPECTIVELY: E	T VOLTAGE 4	PINES WE X-AXIB V	RE MINUS S PERCENT 1888, 10H SWEEP. BP	
CORRECTIVE ACTION-ALTHOUGH	CORRECTIVE ACTICH-ALTHOUGH THE REPORTED FAILURE WAS NOT CONFIRHED. THE LOT: LOG NUMBER \$15-0-18, WAS REJECTED BECAU E OF FAILURES REPORTED IN LOG NUMBERS \$15-0-17: 18, AND 20.	TRHED, THE LOT: LOX	18 M38MUN 4	15-0-18.	WAS REJECTED SECAU	
IMBTRUMENTATION-A/B TELENETAT BET AND TRANSDUC F	##CSSURK YRANDOUCER	C17-7E1		PACTORY	WER BOUNDS	
FAILURE MODE-OUT OF SPICIF	OF SPECIFICATION. THE THICKNESS OF THE TRANSDUCIR WAS 5.188 INCHES. SPECIFIED 18 1.18 PLUS UR MINU	SOUCIR WAS S.ESS 20	KHES. SPEC	*******	3.18 PLUS OR MINU	

GENERAL DYNAMICS CCRVAIR DIVISION

14 1UN 1848

		DIFFICULTIES REVIEW-INSTRUNENTATION SYSTEM-AIRBORNE	RUNENTATION SYSTEM'A	RBORNE				
L	87.87EN 848-87.8TEN	TESTAEFORT HUMBER ZAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	#11E	# E	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
<u> </u>	CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR WILL BEGIN 150 PERCENT CHECK OF CAREL AND WILL REVISE DRAWING TO DECREASE MAXIMUM ALLOWABL Thickness.	ABER AHD WILL REVISE	DRAWING T	O DECREA	3	THUM ALLOWABL	h 0
	ON-A/B AND TRANSDUC	SSC483D.1 PRESSURE TRANADUCER	U19-PET 49-01003-81		60/C	# £	8007371703	***
	FAILURE WODE-OUT OF SPECI PES CPS, THIS PHENOMENON D ERMED BY VENDOR,	WOOE-OUT OF SPECIFICATION, WHILE VIBRATING IN THE X-AXIS; SPIRES OF -4.0 PERCENT WERE MOMENTARILY MOTED AT THIS PHENOMENON DID NOT REPEAT DURING A SECOND SHEEF FROM GUD -110G CPS AND BACK, ALSO FAILURE MAS NOT CON-? VENDOR.	X-AXIS: SPIRES OF -4. EF FROM SUD -1100 CP:	O PERCENT D AND BACK	WERE HOL	SENTA!	ILLY MOTED AT WAS NOT CON?	
	CORPECTIVE ACTION-NOME, FAILURE NOT CONFIRMED.	FAILURE NOT CONFIRMED.	5					
	IMPTHUMENTATION-4/9 TELEMETRY SET AND TRANSDUC ERS	SLV-68-E4-3046-P ABSOLUTE PRESSURE TRANSDUCER	74.2 69-01083-29	3002 \$51511	CTR	4 Q	VES REPVONIC NO 2091-1139	6 6 6
	FAILURE MCDE-ONT OF TOLER TRANSDUCER COTPUT INDICAL ATTRIBUTED TO EXCERBIVE U	FAILURE MCCE-OUT OF TOLERANCE, UNIT MAS REJECTED MNCN IT WAS FOUND TO BE NON-LINEAR. WHEN SUD PSIA MAS APPLIED, THE Transducer cutput indicated 750 psia and bith soud psia applied, the transducer output impicated sade psia. Failure Attributed to excensive use and high wiper tension.	AS FOUND TO BE NOW-L.	HEAR, MHE	N SUO PB	4 4 6 6 K	PAIA. FAILURE	
	CORRECTIVE ACTION-FALLURE	CORRECTIVE ACTION-FALLURE CONFIRMED, VENDOR TO INBURE WIPER TENSION IS CORRECT.	R TEMBION IS CORRECT					
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	ETC4506.1 TEMPERATURE TRANSOUCER	CTP-PKT T-03648-98	681110	FACTORY	¥ 0	YES ROSENOIMY NO 134AG	***
	FAILURE MODE-OUT OF SPECI B.005 INCH: THE FAILURE WA	OF SPECIFICATION. THE MOUNTING BURFACE DINENSION FOR THE O-RING SEAL WAS OUT OF TOLERANCE SY PLUS ALLUME WAS THE RESULT OF ONLY SO PERCENT INSPECTION BY VENDOR.	NENSION FOR THE O-RII NAPECTION BY VENDOR.	SEAL WA	25 20	10.E	IANCE BY PLUS	
	CORRECTIVE ACTION-60/C RE WAS INSTRUCTED TO PERFORM	CORRECTIVE ACTIOM-50/C MEVISES VENDOR 1AT TO CHECK ALL SPECIFIED DIMENSIONS ON EACH P/4T, \$0/C RECEIVING INSPECTION Was instructed to perform 100 percent mounting dimension examination on each part of Pet Lot P10-2.	CIFIED DIMENBIOMS ON NAMINATION ON EACH PA	EACH PURT	. \$0/C RI	*	Ne INAPECTION	
							,	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORNE

BUB-STATER	TEBTOREDAT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	# 5 5 5 7	VENDOR NAME	
INSTRUMENTATION-A/B BLY-99-24-5050 TELEMETAT SET AND TRANSDUC TRANSDUCER, TEMPERATURE, ERS.	SLV-88-24-5050 Transducer, Temperature.	FAR 7-01604-7	651108	FACTORY	• •	ROSENDUNT ENG. 1327	***************************************
FAILURE MODE-ELECTRICAL OPEN	OPEN CIRCUIT, DUE TO BROKEN BENBOR WIRE PROBABLY DUE	Wire Programy due T	TO MISHANDLING.	I NG.			
CORRECTIVE ACTION-RAR BL	SLV-SS-E4-8571 REQUESTING IMPROVED HANDLING PROCEDURES.	AMDLING PROCEDURES.					
INSTRUMENTATION-A/8 69C459E.1 TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	69C459E.1 PRESSURE TRANSDUCER	UTP-PET 60-01003-13	451103	50/C	46.8 80.8	80URNS 2004206304	001116
FAILURE MODE-OUT OF SPECIFICATION, R MAS +1.54 PERCENT, ALLOWED IS + ON MCY IS UMKNOWN, S/N 508-1591, PET LC	SPECIFICATION, DURING THE CALIBRATION FOR FINAL SATISFA ALLOWED IS + OR - 1.0 PERCENT AND SYSTEM ACCURACY IS + 108-1591, PET LOT 710-5.	FOR FINAL SATISFACTORY PERFORMANCE TEST, THE EN ACCURACY IS 4 OR - 0.23 PERCENT, CAUDE OF	AY PERFORM - G.21 PER	PERFORMANCE TEBT, THE 0.21 PERCENT, CAUDE OF	T, THE UDE OF	MAXIMUM ERRO THE DISCREPA	
CORRECTIVE ACTION-VENDOR VILL	VILL VIBRATE EACH UNIT IN THIS LOT 7710-2 AMD -37 AMD REWORK ALL UNITS IHAT DO NOT PASS.	r /710-2 AMD -3/ AMD	REWORK AL	L UNITS !	IHAT D	O NOT PASS.	
INSTRUMENTATION-A/S TELENETRT SET AND TRANSDUC ERS	GOC4597 PRESSURE TRANSCUCER	UTP-PET 69-01003-33	631102	209	YES BY	BOURNS 2007371704	801131
FAILURE WOSE-ERRATIC OPERATION LE OUIPUT, SPECIFICATION LIMITS UNKWOMM.	RATIOM. DURING VIBRATION IN THE X-AXIB. LIMITS ARE PLUB OR MINUS R.S PERCENT OF	AXIS: VOLTAGE SFIRES EXCEEDED NIHUS 4 47 OF FULL SCALE CUIPUT, THE CAUSE OF	EXCEEDED PUT, THE C		FRCEN	PERCENT OF FULL SCA THE DISCREPANCY IS	
CORRECTIVE ACTION-SPECIFICATION	ICATION 27-01445-7 WAS CLARIFIED PER CIC 33977, RERM! THE VIBRATION TEST USING	A CIC 33977, RERIM	THE VIBRAT	ION TEST	on 1 su	A CAPACITOR	
INPTRUMENTATION-A/B TELEMETAT SET AND TRAMBOUC ERS	PPESSURE TRANSDUCER	UTP-PET 69-01003-13	•51101	5/09	7.0 %	BOURNS 2004206304	691117
FAILURE MODE-OUT OF SPECI	FAILURE MODE-OUT OF SPECIFICATION. DURING VIBRATION ON THE Z-AXIS, VOLTAGE SPIKES EXCEEDED -5 PERCENT F.S.O. Ication Limits are + or -2.8 percent F.S.O. The Cause was improperly adjusted bearings. S/N 507-3255, Pet Lot	Z-AKIS, VOLTAGE SPII PROFERLY ADJUSTED SI	FES EXCEED SECTIONS	ED - S PER	CCCNT .	** PERCENT F.S.O. SPECIF 307-3853, PET LOT 710-2	
						PAGE 0047	

GENERAL DYNAMICS CONVAIR DIVISION

	OFFICELTIES REVIEW-INSTRUMENTATION STRIES AIRBORNE	HENTATION SYSTEM'S	INBORNE				
BYSTEM SUG-SYSTEM	TEST/REPORT HUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VENICLE BITE DATE DIF TIME DIF	817E 71ME 010	0 P	PRI VENDOR HANE OTH VENDOR PART HO	
IMSTRUMENTATION-A/B TC.EMETRY SET AND TRANSDUC ERS	EPC4737.1 AMBDUC TEMPERATURE TAAMBDUCER	CTP-PET 87-01847-9	481101	3/09	20	TES LEWIS ENGR. CO	***************************************
FAILURE MODE-LEAR-EXTERM F AND MEAD OF BPECIMEN AT D PINS - CAUSED BY PRESSUR EAD.	FAILURE MODE-LEAR-EXTERMAL. DURING PET INITIAL BATISFACTORY PERFORMANCE TEST WITH PROSE OF SPECIMEN AT 91D DEGREES. F and head of specimen at 670 degrees f, while in a 1,000 psi chamber, a lear occumen through ceramic bonding apoun D PINS - Caused by pressure sealing material /Pyro ceram/ metted and allowed pressurized 648 to lear through prose m Ead.	PERFORMANCE TEST W CHAMBER: A LEAK O TED AND ALLONED PR	ITH PROBE CCUNRED TH ESSURITED	OF SPECI	SAHIO SAHIO	IT SID DEGREES. BONDING AROUN HROUGH PROSE H	
CORRECTIVE ACTION-PET PRO E WAS REVISED TO CLARIFY DEGREES F. CTCTM LUG NO	CORRECTIVE ACTION-PET PROCEDURE MAS NOT CLEAR REGAEDING HEAD TENPERATURE LIMITATION /AIR COOLING/ PET TEST PROCEDUR E was revised to clarify test method of high tenperature/high pressure test to keep head tenperature at or below sod degrees f. CYCTM LGG NO 835-0-010.	TENFERATURE LIMIT PRESSURE TEST TO	ATION /AIR KEEP HEAD	COOL IN	383	TEST PROCEDUR T OR BELOW SOO	
INSTRUMENTATION-A/S TELEMETR SET OND TRANSDUC ERS	G-1C459E ANSDUC PRESSURE TRANSDUCER	UTF-PET "9-01003-13	431027	3/09	9 9	BOURNS RODAZO6504	•
FAILURE MODE-OUT OF SPECI PERCENT, STREM ACCUMACY T EQUIPMENT ERROR, S/M SG:	FAILURE MODE-OUT OF BPECIFICATION, AT - 100 DECREED F; QUIPUT ERROR MAS -4,24 PERCENT, ALLOWED IS PLUS OR MINUS Percent, system accuracy mas plus on minus 0,21 percent, failure was mot convirmed during repeat test, cause is Esuipment error, s/H 507-3513, pet lot 710-2,	T ERROR WAS -8.24 LURE WAS NOT COMF.	PERCENT. A	ALLOMED IS PLUS OR ! MG REPEAT TEST. CAU	20	IS OR MINUS E.O.	
CORRECTIVE ACTION-NOWE.							
INSTRUMENTATION-A/B TELENETRY BET AND TRANSDUC ERG	SPC4503.1 PRESSURE TRANSDUCER	075-75.T 69-01005-18	651026	709	38	BOURNS BUDARDESOS	***************************************
FAILURE MODE-OUT OF SPECI ERCENT THE CUTPUT PRESSURE UIREMENT IS BY PLUS ON HIS CHANGE IN REFERENCE PRESS ANCY IS NOT A FAILURE,	FAILURE MODE-CUT OF SPECIFICATION, DURING THE PROOF CYCLE AFTER MINUS 100 CEGREES F. MITH AN IMPUT PRESSURE OF 97 P RCENT THE CUITOT PRESSURE MAS 93-83 PERCENT AND 93-82 PERCENT DURING THE TWO RUNS MITH INFRESSURE, THE REG RESOLD TO PLUS OR MINUS 1.0 PERCENT, THE DIBGREPANCY MAS CAUSED BY OUT GASSING OF INTERNAL PARTS WHICH CAUSED A CHANGE IN REFERENCE PRESSURE, SINCE THIS PART ACTUALLY MEETS THE LONG TERM STABILITY REGUREMENTS. THE TEST DISCREP	FER MINUS 100 CEGR! TO A TO	CES F. WIT UNS WITH I BING CO IN	MCREADIN MCREADIN TERNAL URRENENI	10 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	ESSURE OF ST P SBUME, THE REG WHICH CAUSED A ME TEST DISCREP	
CORRECTIVE ACTION-AS OF 1	S OF SEPTEMBER 1968 THE VENOOR HAS STARTED SUBJECTING ALL CAPSULE TYPE TRANSDUCERS TO A VACUUM	SUBJECTING ALL C	APBULE TYP	E TRANDO	NCE R	TO A VACUUM B	
							†

PASK 0040

FAILURE MODE-OUT OF SPECIFICATION. THE MEASUREMENT FROM THE END OF THE PRESSURE FITTING TO THE CENTER OF THE NEARES I MOUNTING MOLE IS 0.648 INCHES. THE TOLERANCE IS 0.868 PLUS OR MINUS 0.010 INCHES AND THE MEASUREMENT ACCURACY IS 0.468 INCHES.

GENERAL DYNAMICS CONVAIR DIVISION

18 JUN 1986

BVB-BYEN	TESTARFORT NUMBER DIF DATA BOURCE VEHICL FAILED CONFONENT MAME PART NUMBER DATE O	DIF DATA SOURCE PART NUMBER	VEHICLE DATE OIF	817E	= E	VEHICLE BITE PRI VEHOOR NAME DATE DIF TIME DIF OTH VEHOOR PART NO	1 3	
INSTRUMENTATION-A/B TELEMETRY ACT AND TRANSDUC ERS	B BLV-AS-E4-5048F TRAMBDUC TLM CANESTER-COMMUTATOR	FAR 69-11100-849	71-18	FACTORY		5/04		****
FALLURE MODE-OUT OF BPEC.	FAILUME WOOE-OUT OF SPECIFICATION. COMMUTATOR SPEED VARIED ABOVE THE ALLOWABLE 10 PERCENT. Corrective action—aab alvanasa-araa un irainto to the commitator branch branching improved auxilty control.	ABOVE THE ALLOWABLE	10 PERCEN		,			
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	# 69C483G.1 TRAMBOUC PRESSURE TRAMBOUCER	U/P-FET 69-01008-81	451081	2/03	€ €	BOURNS		***************************************
FALLURE MODE-OUT OF SPECI BIS INCHES.	OF SPECIFICATION. OVERALL WIDTH OF TRANSCUCER IS 1.820 INCHES. SPECIFIED 18 1.840 PLUS OR MINUS D.	CER 19 1.520 INCHES.	SECIFIE.	40.1 G	ž	SOR MINUS	ċ	
CORECTIVE ACTION-DRAWIN	COMRECTIVE ACTION-DRAWING 69-51003 WAS CHANGED BY REV. M TO SPECIFY 1.54 PLUS OR MIHUS 0.05 INCHES.	SPECIFY 3.34 PLUS	M MINUS O	. US BNCHE	÷			
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	CACCATGA CACCATG TRANSPOLCTR	CTP-PET 49-01008-13	451021	2703	# Q	SERVONIC 2091-1139		****
FAILURE MODE-ONT OF SPEC: W TESTING, THE SPECIFIED OUTSMIRATION, LOW WIPER TO B WERE CONFIRMED, THE CAU	OF SPECIFICATION. THREE UNITS WERE REJECTED WHEN THEY HAD OUT OF TOLERANCE SPIKING DURING VIBRATIO CLIFED VIBRATION ERROR BAND IS PLUD ON MINUS 2.3 PERCENT. THE SPIKING WAS PRODABLY CAURED BY OIL C WIPER TEXRICK. ON WIPER RESOMANCE, TWO OF THE UNITS WERE RETURNED TO THE VENDOR. THESE TWO FAILURE THE CAURE OF FAILURE	D WHEN THEY HAD OUT US 8.5 PERCENT, THE THE UNITS WERE RETUR	OF TOLERA SPERING WINED TO TH	NCE SPIKI AS PRODAS E VENDOR.	2 2 <u>2</u> 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	JRING VIBRA LURED BY OF IE TWO FAIL	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
CORRECTIVE ACTION-SPECIFI T. BURBEBUENT REVISION OF GE.	V-SPECIFICATION 27-81145 WAS REVISED TO CLAMIFY TRANSDUCER LOAD IMPEDANCE TO BE EMPLOYED DURING TES ISION OF IEST PROCEDIKE GRAIGSE-1 WILL RESULT IN A TEST ENVIRONEM! COMPATIBLE KITH OPERATIONAL USA	RIFY TRANSDUCER LOAS LT EM A TEST ENVIRON	IMEM COMP	C TO BE E ATIBLE KI	TH OF	TED DURING	15.5 USA	
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMBOUT ERB	B 6864595.1 TRAMBDU: PRESSURE TRANSDUCER	UTF-PET 68-01008-89	130189	FACTORY	. Q	YES BOURNS NO EGGTSTATOR		

CONVAIR BIVISION

	DIFFICULTED REVIEW-INDTRUMENTATION BYBITM-AIRBORME	UMENTATION SYSTEM'A	RECRME			
87.87EN 808-878TEN	TERT/AEPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	IF OTH	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-DINENSIS	I-DINEMBIONAL REGUIREMENT IS REDEFINED ST DRAVING 60-DIGDS REV. H. TO D.SS PLUS OF MINUS D.DS INCHE	RAWING GO-DIGOR REV	H, TO 0.98 PL	8	NUS D.OS INCHE	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	BLV-AB-E4-3047-F TELEPAK CANTDIER	FAR 66-11100-648	SEIDES FACTORY	# Q	5/09	******
FAILURE MODE-OUT OF TOLER -PERCENT CALIBRATION FULBE NS ALLOM 60 PLUS ON MINUS ITS FREGUENCY AND SENSITI	FAILURE WOSE-OUT OF TOLERANCE, UNIT FAILED IN FIRAL TELEMETRY SYSTEM CHECKOUT SY INDICATING THAT THE CHANNEL C ZERO -Percent calibration pulse was se percent of debien bandwidth selom the 100-percent calibration pulse. (Specificatio NS allow so plus or minus 4 percent, unit was inadvertently opened and depotted before an attempt was made to adjust Its frequency and sensitivity comtrols.	RY SYSTEM CHECKOUT 6 H BELOW THE 100-PERC CPENED AND DEPOTTED	N INDICATING THEENT CALIBRATION	AT THE PULBE.	CHANNEL C ZERO (SPECIFICATIO MADE TO ADJUST	
CORRECTIVE ACTION-FAILURE AS RESUESTED, A COPY OF FA ON GROUP PIRSONNEL RESPONS	CORRECTIVE ACTION-FAILURE CONFIRMED. BECAUSE THE ULTINATE CAUSE OF FAILURE COULD NOT BE FOUND, NO SPECIFIC ACTION W AS REQUESTED, A COPY OF FAR WAS SENT TO FACTORY FERSONNEL RESFONSIBLE FOR TELEMETER MANUFACTURE AND TO DATA EVALUATI ON GROUP PIRSONNEL RESPONSIBLE FOR IMINTAINING COMPLETE DATA RECORDS.	AUSE OF FAILUME COUL SFONSISLE FOM TELEM RECORDS.	D NOT BE FOUND .	NO SPE	CIFIC ACTION W DATA EVALUATI	
14STRUMENTATION-A/B #3C4892.1 TELEMETHY MET AND TRANSOUC PRESSURE TRANSDUCER ERS	PARESCRE TRATSDUCER	UTP-PET 49-01003-19	653038 60/C	¥ 5	YES BOURNS NO 2004206303	****
FAILURE HODE - OUT OF SPE LE VOLTACE RATIO. THE MEDI STMEMT, MAD MOT BEEN LOCKE	FAILURE WODE - OUT OF SPECIFICATION. WITH AN INPUT PRESSURE OF 97 PEIA, THE OUTPUT WAS 93.2 PERCENT OF THE FULL SCA Le voltace ratio. The reduischemt is 97.0 plus or hinus 10 percent. The bellows stop, after a presumably wormal adju Sthemt, had not been locked in place during the vendors manufacturing process. Bat 506-1588, pet lot 710-1.	OF ST PSIA: THE OU! ERCENT. THE BELLOWS FACTURING PROCESS. 1	FUT MAG 50.8 PR STOP, AFTER A P	RCENT OF LOT 1	W THE FULL BCA LT NORMAL ADJU '10-1.	
CORRECTIVE ACTION-THE VEHOOT TOP ADJUSTMENT AND BECURING.	-THE VENDOR WILL REVIEW HIS PROCESS CONTROL TO INSURE THAT ALL UNITS ARE INSPECTED AFTER BELLOMS.	L TO INSURE THAT ALL	. UNITS ARE INSP	ECTED /	FTER BELLOHS &	
PASTRUMENTATION-A/B TELEMETRY BET AND YRANGUIC ERB	A-A9-24-3042-F RAMODUC DIFFERCHILL PREABURE TRANSCUCER	7 A.B.	151F FACTORY 631506		YES HIANCKO YES 84103-13	275084
FAILURE MODE-OUT OF TALER RECORDING FC-CO-01-0025-00	OF TOLEHAMSE, UMIT REPORTEDLY IMPICATED A MINUR T PERCENT OUTPUT ERROR AT ZERO PRID OM TELEMETERY -8025-80% ON MEASUREHENTURDP.	MINUR Y PERCENT CUT!	UT KRROR AT ZEI	9184 0	ON TELEMETERY	
CORRECTIVE ACTION-FA!LUME	OF THE TRANSDUCER WAS NOT CONFIRMED.	ED. NO CORRECTIVE ACTION TAKEN.	TION TAKEN.			
			,			
		-			PASE GOSD	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	•				74 22 24			
VEHICLE 61TE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	YES DONNER NO 4310F-1/8A	D 16911M6 18 4		TRECEIVER STAT TION PLACED A D RY SHIELDING. ORMED OF THE F	7E3 6D/C NO	MPOUND OF AFPR	COILS OF MUTS	YES BOURNS MO 71784-G-6-752
BITE PRI	PACTORY VES	LIBRATIOM AN	ETA YEB NO	TO BOD MY AT BY. COSERVAT TICH, DANETA ENGINEER INT D.	ON 163	E POTTING CO	MAP BETHEEN	PACTORY YES
VEHICLE DATE DIF T	• • • • • • • • • • • • • • • • • • • •	UT. AFTER CA	5501 E	MAL 2000 MV FER RANGE TE ELEC CONNEC RESPONSIBLE: MAS STRESSE! MAS STRESSE!	15 ### OF 9	A VOID IN TH	BLIT GLASS	# # # # # # # # # # # # # # # # # # #
DIF DATA SOURCE PART MUMBER	FAR 87-11870-88	USE OF FRATIC OUTPENT.	FAR 68-11100-838	CHANNELS FRCH NOR TELEMETER CN A ANDIE ED FAILURE AND POON ME NOT CONFIRMED. I ABOARD THE BOOSTER ENGINEER IMFORMED O	UTP-GUAL/PPT 87-01379-3	PRECIMEN EXHIBITED , T 0.5 INCHES, THIS ! F COMBTRUCTION,	NDDED ON 8-10-65 TO	U19-PET 7-01781-8
TEST/REPORT NUMBER FAILED COMPONENT NAME	SLV-89-R4-8043-F ACCELEROMETER ASSEMBLY	FAILURE WODE-ERRATIC OPERATION, THE UNIT WAS REJECTED BECAUSE OF FRAATIC OUTPUT, AFTER CALIBRATION AND TESTING IN F AILUT AMALTEIS: NO OUT OF SPECIFICATION OPERATION WAS EVIDENT. CORRECTIVE ACTION-FAILURE HOT CONFIRMED, NO CORRECTIVE ACTION TAKEN.	BLV-08-24-5038-F TLM CANIBTER-CONNECTOR	FAILURE MODE-ERRATIC OFERATION. INTERMITTENT DROPOUT ON ALL CHANNELS FROM MODHAL 2000 NV TO 800 NV AT RECEIVER STATION. THE EDG NV READING REPORTED AS RADIATION FROM ANOTHER TELEMETER ON A ANTHER RANGE TEST, OBSERVATION PLACED A D ROPOUT AS LASTING ABOUT 3 MINUTE, POSSIBLE CAUSES OF REPORTED FAILURE NOT POOR ELEC CONNECTION, MANETARY SHIELDING. RESPONSIBLE ENGINEER INFORMED OF THE FINDINGS AND THE POSSIBILITY OF A POOR ELECTRICAL CONNECTION ABOARD THE BOOSTER MAS STRESSED. CORRECTIVE ACTION-WOME, FAILURE NOT CONFIRMED, RESPONSIBLE ENGINEER INFORMED OF THE FINDINGS AND THE POSSIBILITY OF	A FOOK CLECTRICAL COMMENTED ON A BOARD THE BOOSER WAS STRESSED. INSTRUMENTATION-A/B FR69C4251.1 TELEMETRY SET AND TRANSDUC CAYSTAL RECTIFIED-TRANSFORMER SET AS	FAILURE WODE-STRUCTURAL, SURING BECTIONING TEST, ONE TEST SPECIKEN EXHIBITED A VOID IN THE POTTING COMPOUND OF Oximately d.1 inch im diameter, the lentgh of void mas about d.5 inches. This mas caused by glass whap trapping Between the coils when the pores were closed by resin during construction.	CORRECTIVE ACTION-SD/C GENERAL CONSTRUCTION SPEC NOTE WAS ADDED ON 8-10-65 TO BLIT GLASS WHAP BETHEEN COILS OF MUTI Borsin trinspormers, Ref. CTCTH NO. 551-4-034.	PET-TP-2-DESO.S PRESSURE TRANSCUCER
BVBTEM BUB-STBIEM	IMATRUMENTATION-A/B BLV-89-24-5043-F TELEMETRY SET AND TRANSDUC ACCELEROMETER ASSEMBLY ERS	FAILURE MODE-ERRATIC OPEL AILU TAMALTBIB: MO OUT OI CORRECTIVE ACTIOM-FAILURE	INSTRUMENTATION-A/B BLV-0B-24-5039-F TELEMETRY SET AND TRAY 'UG TLM CANISTER-CONNECTOR ERS	FAILURE MODE-ERRATIC OFEI ION. THE EDD MY READING RIPOGOUT AS LASTING ABOUT BY REFLECTIONS OF RADIATED ED IMDINGS AND THE MOSSLBILLY CORRECTIVE ACTION-NOME, F	A POOK LLECTRICAL CONNECTION A/9 TELEMETRY SET AND TRANSDUC	FAILURE MODE-STRUCTURAL. OKIMATELY D.S INCH IN DIAS SETWEEN THE COLLS WHEN THE	CORRECTIVE ACTION-SD/C GENERAL CONSTRUCTION SP. -BOSSIN TRINSFORMERS, REF. CTCII NO. 551-4-034.	INSTRUMENTATION-A/B PET-TP-2-DESO.S TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER Erb

PASE DOSS

FAILURE MODE-OUT OF TOLERANCE, DURING MIGH TEMPERATURE (FLUB 200 DES F), UNIT EXHIBITED OUTFUT VOLTAGE ERROR OF "2 25 PERCENT F.S. WHERE FLUB OF MINUS 2.0 PERCENT F.S. IS ALLOWABLE. THE PROBABLE CAUSE OF THE FAILURE IS EXCESSIVE PR ESSURE IS INTERNAL COMPENSATING BELLOWS AND/OR SILICOME OIL.

SEMERAL BYMAHICS CONVAIR BIVISION

**** *** **

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'S	F	Г	L	
8737EM 8U8-8787EM	TEST/REPORT NUMBER FAILED COMPONENT MAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF TI	BITE PRI	TIME DIF OTH VENDOR PART NO	
CORRECTIVE ACTION-TEST SPECIMEN REJECTED AND R	CORRECTIVE ACTION-TEST SPECIMEN REJECTED AND RETURNED TO VENDOR. THE SALANCE OF THE 56 UNITS IN PET LOT 55 MERE BUB Ected to high temperature test for acceptance.	WOOR, THE BALANCE OF	7 THE SG UNI	T& IM PET	LOT SS MERE BUB	•
IMSTRUMENTATION-A/8 BLV-89-24-5040-F TELEMETRY SET AMD TRAMSDUC SUBCARRIER OSCILLATOR ERS FAILURE MODE-DRIFT. OSCILLATOR FREGUENCY REPOR	STRUMENTATION-A/B BLV-89-24-5040-F FAR 27-945 LEHETAY SET AND TRANSDUC SUBCARRIER OSCILLATOR 27-01607-945 SALUNE WODE-DRIFT, OSCILLATOR FRESUENCY REPORTEDLY DRIFTED DUAING CHECKOUT.	FAR 27-01607-945 DURING CMECKOUT.	**************************************	FACTORY YES	VES BENDIN NO 313133-EAA	**
CORRECTIVE ACTION-FAILURE) CORRECTIVE ACTION TAKEN, P CHECKOUT OF THE MISSILE,	CORRECTIVE ACTION-FAILURE MAS MOT CONFIRMED. THE TELEMETER COULD NOT SE OSTAIMED FOR ADDITIONAL FAILURE ANALTRIS. N O CORRECTIVE ACTION TAKEN. MOMEVER, PERSONNEL MERE ALERTED TO MAINTAIN SURVEILLANCE OVER THIS TELEMETER DURING FINAL. CHECKOUT OF THE MISSILE.	COULD NOT BE OBTAIN O MAINTAIN BURVEILL!	O FOR ADDIT	IONAL FAI ID TELEME	LUNE AMALYAIS. M TER DURING FIMAL	
INSTRUMENTATION-A/B BLV-99-E4- TELEMETRY BET AND TRANSOUC COMMUTATOR ERB FAILURE MODE-COMTAMINATION, UNIT RE GATE BEGMENTS OF TME COMMUTATED MAN	STERUMENTATION-A/B BLV-88-24-9041-F FAR 850918 FACTORY VEB FIFTH DIMENBIO LEHETRY BET AND TRANSOUC COMMUTATOR BY-DIBSG-15 BAND-468 FAILURE WODE-COMTANINATION, UNIT REPORTEDLY INDICATED AN INTERNITTENT DISAPPEARANCE OF THE INFORMATION AND NEGATIVE CATE SECMENTS OF THE INFORMATION AND NEGATIVE HIMATION.	FAR RT-01036-15 TERMITTENT DISAPPEAN VIBRATION, FAILURE	SSDS18 FA	FACTORY YE NO HO HO HE INFORMAT!	YES FIFTH DIMENSIONON NO NAME NO NAME NO NAME NO NAME NAME NAME NAME NAME OF CONT	# # **
COMRECTIVE ACTION-FAILURE : -89-74-8563), ALBO THE REPLI O CONTAMINATION: THE RECOMM FAILURE,	COMRECTIVE ACTION-FAILURE WAS NOT CONFIRMED, MEMO, 835-0-65-26 18 A REPLY TO THE CCARECTIVE ACTION REQUEST (RAR BLV -89-24-8583), ALBO THE REPLY STATED THAT BECAUSE OF THE EXHAUSTIVE TESTING AND THE LOW RATE OF FAILURES ATTHIBUTED T O CONTAMINATION, THE RECOMMENDATION FOR BURVEY IS CONSIDERED UNJUSTIFIED AND CONSIDERS SPECIFIC ACTION ONLY ON EACH FAILURE,	ES 18 A REPLY TO TO JATIVE TESTING AND 1 UNJUSTIFIED AND CO	IE CCRRECTIV HE LOW RATE ISIDERS SPEC	CF FAILU	REQUEST CRAS BLV REB ATHIBUTED T DN OHLY ON EACH	
INSTRUMENTATION-A/B A-89-24-5037-F TELEMETRY SET AND TRANSDUC SUBCARIER OSCILLATOR ERS. YALLUNE MODE-ESRATIC OPERATION, ERRATIC OPERAT	ISTRUMENTATION-A/B A-89-24-5037-F FAR 88-61174-133 MO 1068141-176 LEMETRY SET AND TRANSDUC SUSCARIER OSCILLATOR 88-61174-133 SALLUME MODE-ERRATIC OPERATIC OPERATION OF THE SUSCARIER OSCILLATOR WAS DETECTED DURING A FACTORY CHECKO	FAR 88-61174-193 CARRIER OSCILLATOR	WAS DETECTED	FACTORY YES NO TED DURING A	MO 1068141-178 MO 1068141-178 is A FACTORY CHECKO	0
UT OF THE FELGHERY STRIN, A REFLACING BUSPECT OBCILLATOR REVEALED NO DEFECTS. CORRECTIVE ACTION-FACTORY PERSONNEL ME AND, IF NOT FOUND DEFECTIVE, TO BE RE-11 MENTAL PROCEDURES.	UT OF THE TELCHERST FEBTEN, A REFLACEMENT OBSILLATOR FUNCTIONED BATTERACIONIST AND SUBJECTS TO THE SUBJECT OBSILLATOR REVEALED NO DEFECTS. CORRECTIVE ACTION-FACTORY PERSONNEL WERE ADVISED TO SUBMIT SUSPECTED SUBASSEMBLIES FOR FUNCTIONAL TEST IMMEDIATELY MENTAL PROCEDURES:	THE FAILURE IS 1	IES FOR FUN	CTIONAL T	EST IMMEDIATELY STAMBAND DEPART	

SEMERAL DYMANICS CONVAIR DIVISION

18 308 1988

CORNAIR DIVISION

					889073								
	VENDOR NAME VENDOR PART NO	WE FIFTH DIMENSIO BE NO N BBUOSHO-530	MAD DETERMIN Hich interfer	IVERED BY 6LO	TES MIANCKO . BE	THATION AND TAND BOURDON T	SE REVIEWED	YES SOUNDS NO BORNEDSOUS	INATION REVEA MEAS HEEAF.	OCEDURES. A T	BEND 1 X	MERE 047 07 8	PAGE 0053
	9 M 1 M 9 M 1 M 1 M 1 M 1 M 1 M 1 M 1 M	4 Q	TA TOR	100	7. 0. 2. 0. 3. 0.	EXAM TURE 100.	. O.	4 O	EXAM 7ASC.	ž.	4 0 M		
	VEHICLE BITE OF COATE OF	ZTR.	THE COMMUT	DC NOTORE	FACTORY	D VALUES. I THE ARMAI D. MEAS UR	AND PROCE	FACTORY	D VALUES.	TRAINIMG I	FACTORY Y	RATION PUL	
I I RORNE	VEHICLE DATE DIF	*******	ATION TAPE S BRUSH-IN	IN COVERIM	2900 630803	NED EXPECTE STORTION IN	TECHHIOUES	7116 650631	OUT OF BAN	ENPHABIZE RAM PROPOS	4114	.16HT CAL 18	
UMENTATION SYSTEM"	DIF DATA BOURCE PART NUMBER	7 AR 27 - 03 43 6 - 1 5	A TELEMETRY CALIBRA Due to a misplaced	6 INSPECTION PROGRE	F - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1	DUCER OUTPUT EXCEED RE PROBABLE WAS DIF THE EXACT CAUBE WA	NDED THAT CHECKOUT NOTIFIED USE OF HE	FAR 60-01064-83	ANSDUCER INDICATED DRABLY CAURED BY MI	8354 WAB 188UED TO DUCER TRAINING PROC	FAR 27-01607-118	THE ELEMETRY PREFLENTIONETER R-18.	
DIFFICULTES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	TEST/REPORT NUMBER FAILED COMPONENT NAME	A-80-84-\$338-P Commutator-motor	FAILURE MODE-OUT OF SPECIFICATION, DURING DECONDUTATION OF A TELEMETRY CALISRATION TAPE THE COMBUTATOR MAD DETERMINED TO BE OPERATING AT VARTING SPEEDS BELOW MORMAL SPECIFIED, DUE TO A MISPLACED BRUSH-INBULATOR STRIP WHICH INTERFERED MITH MORMAL ROTATION OF THE ROTOR SECTION OF THE MOTOR.	CORRECTIVE ACTION-VENDOR WAS INSTRUCTED TO IMPROVE RECEIVING INSPECTION PROGRAM COVERING DE MOTORS DELIVERED SY GLO E industries.	FAR-SLV-A9-24-3035 PRESSURE TRANSDUCER	FAILURE MODE-STRUCTURAL. DURING MISSILE CHECKOUT, THE TRANSDUCER OUTPUT EXCEEDED EXPECTED VALUES. EXAMINATION AND Sting showed that electrically it was satisfactory, but there probable was distortion in the armature and bourdon Be assembly. This is usually caused by over pressurization, the exact cause was mot found, meas urdp.	THE FAILURE WAS COMFIRMED. IT WAS RECOMMENDED THAT CHECKOUT TECHHIGUES AND PROCEDURES SE REVIEWED Bilities of overpressurization. Personnel notified use of Handling Tags initiated.	FAR-SLV-AB-24-5033 ANSOUC PRESSURE TARISOUCERS	rical open, during final checkout, the transducer indicated out of band values. Examination revea Tor, open peristor, and shorted diode, probably caured by merpplication of voltage, meas herap.	CORRECTIVE ACTION-THE FAILURE WAS CONFIRMED. MAR SLY-A9-24-2334 WAS ISSUED TO EMPHABIZE TRAIMING IN PROCEDURES. Bansducer working committee is also working out a mass transjucer training program proposal.	8LV-48-£4-5088-P Buscarser Obcillator Potentionete R	FAILURE MOSE-ELECTRICAL OPEH, DURING FACTORY FINAL CHECROUT THE ELEMETRY PREFLIGHT CALIBRATION PULBED MERE OUT OP AND LINITS DUE TO FAULIT SOLDER COMMECTIONS AT PREQUENCY POTENTIONETER R-18.	
**** **** ***	BYBTEN BUB-BYBTEN	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	FAILURE MODE-OUT OF SPECE ED TO BE OPERATING AT YARY ED WITH MORNAL ROTATION OF	CORRECTIVE ACTION-VENDOR BE INDUSTRIES.	INSTRUMENTATION-A/G TELEMETAT SET AND TRANSDUC ERS	FAILURE MODE-STRUCTURAL. ESTING SHOWED THAT ELECTRI UBE ASSEMBLY. THEO IS USUA	CORTECTIVE ACTION-THE FAILURE TO ELIMINATE POSSIBILITIES OF	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	FAILURE WODE-ELECTRICAL OF LES AN OPEN TRANSISTOR, OP	CORRECTIVE ACTION-THE FAI BANSDUCER WORKING COMMITTE	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FAILURE WOSE-RLECTRICAL OF AND LIMITS DUE TO FAULTY S	

SENERAL DYNAMICS CONVAIR DIVISION

1001 57

		DIFFICULTIES REVIEW-INSTRUKENTATION SYSTEM"AIRSORME	RUMENTATION SYSTEM'S	INBORNE					
	MITTER - BOB	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SCURCE PART NUMBER	VEHICLE DATE DIF	817E 71HE 017	e o	VENDOR NAME VENDOR PART NO		
	CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTIOM-VENDOR REGUESTED TO INFROVE GUALITY CONTROL OVER SOLDERING TECHNIGUE.	ROL OVER BOLDERING T	ECHNI OUE.				:	•
	INSTRUCENTATION-A/B TELEMETRY AND TRANSDUC ERB	A-AB-EA-SDEG-F LIMITER-CIRCUIT BOARD	FAR 87-18707-1	1305	FACTORY	2 Q	CONVAIR	<u> </u>	
	FAILURE HODE-OPEN (ELECT) PEN COMNECTION BETWEEN 18	FAILURE HODE-OPEN (ELECTRICAL). DURING FINAL CHECKOUT OF VENICLE IN FACTORY, TELENETER NO. 2 MAS FOUND TO N Pen comnection between 15 pin-p and rebistor R-S on Limiter Circuit Board due to Faulty Boldering Technique,	ENICLE IN FACTORY, T CIRCUIT BOARD DUE T	TELEMETER N TO FAULTY S	NO. 2 WAS SOLDERING	2 H	FOUND TO MAYE AM O TECHNIQUE.		
	CORRECTLYE ACTION-BOLDERI LECTROMICS MANUFACTURING A EYELET TYPE,	CORRECTI <i>fe</i> actiom-soldering techniques for eveleter printed circuit Boards were improved and weekly audits of all e Lectromice manufacturing areas were instituted. All new designs incomporated plated through type Boards instead of Evelet type,	D CIRCUIT BOARDS WER SIGNS INCOMPORATED P	E IMPROVED Lated thro	AND WEEK UGH TYPE	EOAR	LIDITA OF ALL O		
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	60A/2KF64-038/L4-403-00-7101 COMMUTATOR,	FLIGHT	7101 6:50814	7-8	2 2		:	
	FAILURE MODE-CUT OF TOLERANCE. COMMUTATOR MOTORS MANE A MISTOR	OF TOLERANCE. COMMUTATION SPZED OF CHANNEL, 11; RF1; MAS OPERATING SLOW BY 8:4 PCT. CAUSE UNKNOWN. Have a history of caiming speed with operating time.	i. 11: RF1: WAS OPERA ATING TIME.	TIME BLOW	¥.	:	AUSE UNENOWN.		
	BYBTEM CFFECT-MONE, THE O	BYBTEM EFFECT-MOME. THE CUT-OF-TOLERANCE SPEED OID MOT REBULT IN ANY DATA RETRIEVAL DIFFICULTIES. Vehicle effect-mome.	ULT IN ANY DATA RETR	IEVAL DIFF	ICULTIES.				
	CORRECTIVE ACTION-NOME. PRING CHAINGE BOARD.	CORRECTIVE ACTION-MOME, PROPOSAL TO PERFORM SO HOUR RUM TIME TEST FOR COMMUTATOR MOTORS DISSAFPROVED BY SDC EMSINEE INS CHANSE SOARD.	ME TEST FOR COMMUTATI	OR HOTORS	DISSAPPRO	\$ E	BY 6DC ENGINE	1.4	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	GDCBME-65-033/PSB-LO-02-DAC6 TLM CAMISTER	COUNTDOAM	850834	ETA	1 2	TEXAS INSTRUME NTS		i
	FAILURE MODE-TOLERANCE. 1	ERANCE, INTERMODULATION FROM RFE CHANNELS C AND E INTO RFE CHANNELS 15 AND 13.	C AND E INTO RFE CHA!	HNELB 10 A	13.				
	SYSTEM EFFECT-ERRATIC OPE	RATIC OPERATIOM. BPE CHAMMEL 15 SHOMED & PERCENT NOISE, CHANNEL 10 SHOVED 5 PERCENT MOISE.	ERCENT MOIRE, CHANNE	T 10 SHOVE	D & PERCE	1	018€.		
	VEHICLE EFFECT-WOME, MO HOLD INITIATED.	COLD INITIATED.							
	CORRECTIVE ACTION-MONE,							-	
									
							PA6E 0034	٦.	
J		erenesia de estados de					-	1	

SENERAL DYNAMICS CONVAIR DIVISION

1941 NOT 51

9981 NOT 41	DIFFICULTIES REVIEW-INSTRUMENTATION STREM-AIRBORNE	MENTATION BYBTEM-AL	RBORNE				
BVBTEN BUR-BYBTEN	TEST/REPORT MUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRI VE	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	6DC8NE45-D83/P88-LO-D2-DAC6 TLM CANISTER	COUNTDOWN BB-15837	11810	24.0	ž 3		•
FAILURE MODE-OUT OF TOLER HIFTED BCO FREBUENCY.	FAILURE MODE-OUT OF TOLERANCE, UPON BHITCHING POWER TO INTERNAL, FILAMENT VOLTAGE TO RF-1 CHANNEL E INCREASED AND INTEED GCO FREGUENCY.	HAL: FILAMENT FOLTA	16E TO RF-	I CHANNES	3.	REASED AND &	
SYSTEM EFFECT-OFERATION	FRATION TOO HISH. NEGATIVE GATE LEVEL EXCEEDED TOLERANCE.	ED TOLERANCE.					
VEHICLE EFFECT-MOME. NO HOLD INITIATED.	HOLD INITIATED.			•			
CORRECTIVE ACTION-NOME.					•		
INSTRUMENTATION-A/B TELEMEINT SET AND TRANSOUC ERS	60C~ENG-65-053/P68-LO-08-0AC6 Commutator	COUNTDOM! 88-13837-861	1510 650611	9	4 G		***************************************
FAILURE MODE-OUT OF TOLES WE BPEC HATE 5.RS RPF.	FAILURE MODE-OUT OF TOLERANCE. COMMUTATOR OVERSPEEDING, RPS CHAINEL SE AND 33 COMMUTATION RATE WAS S-35 RPS EXCEEDI 16 DPEC RATE 5.85 RPS.	CHAINHEL 12 AND 13 C	CHHUTATIC	H RATE W		APS EXCEED!	
SYSTEM EFFECT-MONE.							
VEHICLE EFFECT-MOME. NO HOLD INITIATED.	HOLD INITIATED.						
CORRECTIVE ACTION-MONE,							
IMBIRINENTATION-AFB TELEMETAY BET AND TRANSDUC ERB	FAR-SLV-AS-24-5025 PRESSURE TRANSOLER	FAR 69-01004-83	110050	FACTORY	YES BOURNS NO 202320	gouens sossessos	***************************************
FAILURE MODE-DRIFT, THE T THOSE REPORTED IN FAR-SLY	ift. The transducenwas rejected because outfut was out of expected value. The failure was similar to In far-blu-ss-24-4836 and was probably due to long term drift.	I WAS OUT OF EXPECT	ED VALUE.	THE FAIL	7 TA	B BINILAR TO	
 CORRECTIVE ACTION-PART RE	CORRECTIVE ACTION-PART REDESIGNED TO "123 BY RUBSTITUTING FILM TYPE RESISTORS FOR CARBON COMPOSITION REGISTORS.	LM TYPE RESISTORS P	OR CARBON	COMPOSE	TON RE	5187088.	
 INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	# GOC-BHZ83-037; 46-LO-02-AC6 TRANSOUC COMMUTATOR	FLIGHT 89-10887-661	1910	348/ETR	YES BENDIX NO	×10H	

PASE DOSS

FAILURE MODE-OUT OF SPECIFICATION, COMMUTATION ANTE OF CHANNELS IS AND IN TELEMETRY PACKAGE NEI WAS GILD REY PER SE COMD OUT OF SPEC MISH.

SYSTEM RPFECT-OFERATION TOO HIGH. IRIS SPECIFICATION OF S.O PLUS S PERCENT EXCERDED BY 0.10 RPS. DATA PROCESSING ES WIPHEMT CAPABLE OF RECOVERING DATA IN EXCESS OF THIS SPECIFICATION. NO DATA LOST.

GENERAL DYNAMICS COMVAIR DIVISION

9961 MAF 91

COMPAIR DIVISION

**** 277 **	DIFFICULTIES BE".EW-INSTRE	RE ". EW-INSTRUMENTATION SYSTEM" AIRSORME	RBORNE			
SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF		PRI VENDOR NAME OTH VENDOR PART NO	
VEHICLE EFFECT-MONE.						:
CORRECTIVE ACTION-REVISED CO	CORRECTIVE ACTION-REFISED COMBUTATOR ACCEPTANCE PROCEDURES. INCORPORATED COMBUTATOR RUM-IN FOR COMBUTATORS USED OM Entaur booster.	IHCORPORATED COMMUT	ATOR BUN-1N FO	R COMMUI	ATORS USED ON	
INSTRUMENTATION-A/G TELEMETRY SET AND TRANSDUC WIN ERS	60C/8K68-086/AE-801-00-147 MIRING	FL16AT	147f A-E 650805 0	9 O	309	***
FAILURE MOJE-ELECTRICAL OPER IN THE BI POO MARNEBS, REBUI	FAILURE MOJE-ELECTRICAL OPEN, BIGNAL GROUND TO ARMAB ANALOG BIGNAL CONDITIOMER (ABC) HAD BEEN INADVERTANTLY OMITTED In the bi foo harnebb, rebulting in arma analog neaburement lobb after liptoff.	BIGNAL CONDITIONER LOSS AFTER LIFTOFF	(ASC) HAD BEEN	IMADVER	TANTLY ONLITED	
STREEM EFFECT-OPERATION DOE!	STREM EFFECT-OPERATION DOES NOT START. THENTY-THO ARMA MEASUREMENTS FROM THE AMALO, SIGNAL COMDITIONER OST THROUGHOUT THE FLIGHT DUE TO A SIAS SHIFT.	DURENENTS FROM THE A	MALO, BIGHAL C	04017104	ER (ASC) WERE	
VEHICLE EFFECT-MOME.						
CORRECTIVE ACTION-CLC B6792 ON.	S6792 AFFROVED FOR CLASS 11 CHANGE TO ADD THE MISSING WIRE, EFFECTIVE ON 27-11025-2 (148F) AND	ADD THE MISSING WIL	IE, EFFECTIVE O	# #1-001	15-E (148F) AND	
INSTRUMENTATION-A/B BLY TELEMETRY SET AND TRAMSOUC TELEMB	GLV-AS-24-5022-F TLM CAMIDTER-MEDIBTOR	7AR 60-11100-607-8-6	ISGBGE FACTORY		TEB TEXAB INSTRUME NO NTB TC1/8-15	•
FAILURE MOSE-OUT OF SPECIFIC ON TEMPERATURE INSTEAD OF NO BY FAULTY MANUFACTURING TECHS	FAILURE MODE-OUT OF SPECIFICATION. THERNAL RESISTOR R-6 OF THE TELENGTER FACKAGE WAS FOUND TO MEASURE SO CHUS AT RO OM TEMPERATURE INSTEAD OF HOMIMAL IS CHUS AFTER TELENETER FAILURE DURING FACTORY FINAL CHECKOUT, FAILURE WAS CAUSED BY FAULTY MANUFACTURING TECHNIQUE IN JOINING THE RESISTANCE ELEMENT TO THE CONNECTING LEADS.	THE TELEMETER PACKAN ILURE DURING FACTORY ELEMENT TO THE CONNE	E MAS FOUND TO FINAL CHECKOU CTING LEADS.	PEABURE T. FALL	E SE CHMS AT RO WE MAS CAUSED	
CORRECTIVE ACTION-MANUMACTUR	CORRECTIVE ACTIOM-MANUFACTURER WAS REQUESTED TO TAKE ACTIOM TO INSURE POSITIVE CONTACT BETHEEN ELEMENT AND LEADS.	TO INSURE POSITIVE	CONTACT BETWEE	H CLEME	IT AND LEADS.	
IMBERIAL BET AND TRANSDUC CONERS	MACAPE GYTD/F68-CG-G4-NAC6 Commutatom	COMPOSITE-4 FACT 88-13837-861	131D 368	3 8		***************************************
FAILURE MODE-BHONT (ELECT). A	FAILURE MODE-BHORT (ELECT). A BHORT ON BFS CHANNEL E COMMUTATOR CAUBED THE MEATIVE GATE BEGMENTO TO BE AT 300 PERCE.	FOR CAUBED THE NESAL	TYE CATE BEGHE	T 01	E AT 100 PERCE	
STRIEM EFFECT-IMPROPER ANALOG SIGNALS.	of Bichals.					
VEMICLE EFFECT-COMPOSITE DELAVED.	VEHICLE EFFECT-COMPOSITE DELAVED.					
					PAGE 0098	

SENERAL BYNAMICS CONVAIR DIVISION

 BYBTEN BUB-BYBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART MUNBER	VEHICLE DATE DIF	TIME DIF OTH		VENDOR NAME	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC ERS	FAR-BLY-08-E4-SORO	FAR 87-01888-88	360728	FACTORY	9	WIANCRO BAIDS-RI	•
FAILURE WODE-STRUCTURAL. IOM REVEALED CHIPPED AND CAUSED BY MISHANDLING.	FAILURE WODE-STRUCTURAL. THE TRANSDUCER WAS REJECTED DURING CALISRATION BECAUSE OF EXCESSIVE OUTPUT ERROR. EXAMINAT ION REVEALED CHIPPED AND CRACKED FERRITE PAD WHICH PRODUCED A CHANGE IN THE RELUCTANCE PATH. THE DANAGE WAS PROBABLY CAUSED BY MISHANDLING.	CALIBRATION BECAUSE A CHANGE IN THE RELL	COF EXCES	BIVE OUT	PUT EN	ROR, EXAMINAT : MAS PROGABLY	
CORRECTIVE ACTION-THE FA OT IDENTIFIED.	OM-THE FAILURE MAS COMFIRMED, NO CORRECTIVE ACTION WAS TAKEN BECAUSE THE SOURCE OF MISHAMDLING MAS	ACTION WAS TAKEN BEC	CAUSE THE	SOURCE OF	II	IANDLING WAS M	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	FAR-BLV-09-24-5025-F : ACCELEROWETER TRANSOUCER	FAR 7-01418-8	430720	FACTORY	\$ Q	YES BORG-WARNER MO 9747-B	***
FAILUME GOOE-ELECTRICAL OPEN. AMPLIFIER SECTION WAS FOUND TO	FAILURE MODE-ELECTRICAL OPEN. DURING CALIBRATION THE TRANSDUCER MAS REJECTED FOR NO OUTFUT. THE TRANSPORMER IN THE Amplifier section was found to have a broken wire. Excessive tension may have caused the break.	UCER WAS REJECTED FO TEMBION MAT HAVE C	N NO OUTF	UT. THE '	ra A Hap	ORMER IN THE	
CORRECTIVE ACTION-THE FA	OH-THE FAILURE MAS CONFIRMED THE VENDOR MAS INFORMED OF THE PROBLEM AND PROBABILE CAUSE. IN COMPLIAND S IMPROVED ASSEMBLY AND INSPECTION TECHNISHES.	INFORMED OF THE PROF	LEH AND F	ROBABLE	CAUPE.	IN COMPLIANC	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	SLV-90-24-5020-F TRANSDUCER, INSTRUMENTATION	FAR 60-01003-49	650727	FACTORY	# Q	YES BERVONIC NO 8091-1139	698070
FAILUME MODE-CONTAMINATION. TRANSDUCER EXHIBITED OUND IN THE BILICOME OIL. THE PARTICLES EVIDENTLY RATIC GUIPUT.	FAILUNE MODE-CONTAANATION. TRANSBUCER EXHIBITED ERRATIC OUTPUT. FAILURE WAS ATTRIBUTED TO WON-WETALLIC PARTICLES F Whd in the bilicome oil. The particles evidently 60t between the wiper and the rebistance mandrel and caused the er Aftic output.	ERRATIC OUTPUT, FAILURE WAS ATTRIBUTED TO WON-METALLIC PARTICLES F Got between the wiper and the Resistance Mandrel and Caused the Er	TRIBUTED RESISTANC	TO NON-ME	TALL!	CAUSED THE ER	
 CORRECTIVE ACTION-RECONN POSSIBILITY OF FOREIGN PAI PERSONNEL.	CORRECTIVE ACTION-RECOMMENDED THE VENDOR REVIEW THAT ASSEMBLY. CLEANING, AND INSPECTION PROCEDURES TO PRECLUDE OSSIBILITY OF FOREIGM PARTICLES AND FIBERS BEING SEALED IN THE TRANSDUCER CASE. VENDOR INFORMED PRODUCTION AND PERSONNEL.	LY, CLEANING, AND INSPECTION PROCEDURES TO PRECLUDE. THE TRANSDUCER CASE, VENDOR INFORMED PRODUCTION AND	SPECTION YENDOR I	PROCEDURE NFORMED	70 TO	PRECLUDE THE	
 INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	P BLV-AB-E4-5082-F TRANSOUC TRAMSOUCER, POTENT	FAR 69-01003-39	5001 650724	PACTORY	4 Q	BOURNS 2007371707	
 FAILURE MODE-OUT OF TOLES MINEY EXMINATION REVEALE MAS FOUND SURMED OUT SENS	FAILURE MODE-OUT OF TOLERANCE, TRANSDUCER FOR MEASURENENT HASP INDICATED NO OUTPUT DURING END-TO-END TESTING, PRELI Minary Examination Revealed Pin a was electrically ofen to pins B and c because the potentiometer resistance winding Was found burned out beneath the wiper at the unpressurized position, the burned area appeared to have been subsect	13P INDICATED NO OUT INB B AND C BECAUSE POSITION. THE BUMNE	PUT DURIN THE POTEN O AREA AP	6 END-TO- TICHETER PEARED TO	EZ D AC EZ D	TESTING, PRELI ITANCE WINDING BEEN SUBJECT	

GENERAL DYNAMICS CONVAIR DIVISION

9961 NOT 81	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'AL	RBORNE			
BUB-BTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF TI	BITE PRI	PRI VENDOR NAME OTH VENDOR PART NO	
ED TO EKCEBBIVE CURRENT, H	CURRENT, HAVING LITTLE ROUND BALLS OF MELTED WIRE AT THE BROKEN ENDS OF THE WIRE.	WIRE AT THE BROKEN	ENDS OF THE			
CORRECTIVE ACTION-TET 399	ON-TET 3855 EXANIMED AND REVALIDATED. PERSONNEL ADVISED OF PAILURE.	MEL ADVISED OF FAILU	AC.			
 INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	FTA6540/P3-4CO-01-2E8 Commutator	COMPOSITE-J PACT	2230 A8	2 6	•	# # # # # # # # # # # # # # # # # # #
 FAILURE MODE-OUT OF TOLER	FAILURE MODE-OUT OF TOLKRANCT. TELEMETRY RF & CHANNEL AS COMMUTATOR SPEED WAS FAST AT 4 RPS. MAKINUM ALLOMABLE IS Gestra.	MHUTATOR SPEED WAS F	ABT AT 4 R!	4. KAKINA	M ALLOWABLE 18 2	
STRICK EFFECT-OPERATION	STREM EFFECT-OPERATION TOO HIGH. TELEMETRY RF & CHANMEL && COMMUTATOR RUNNING TOO FAST.	COMMUTATOR RUNNING	TOO FAST.			
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-REPLACED TELEMETRY PACKASE.	ED TELEMETRY PACKASE.					
IMSTRUMENTATION-A/B TELENETRY BET AND TRAMSOUC ERB	9 CT-96-3277 TRANSDUC COMMUTATOR	FAR 87-01887-008	63070S	ETR YES	BIBC-123	7 6 8 8 8 8
FAILURE MODE-CONTAHINATIO	FAILURE MODE-COMTAHINATIOM. COMMUTATIOM SPEED WAS 1.88 RPS WASN B.25 WAS EXPECTED. THE FAILURE WAS ATTRIBUTED TO SO LDER BALL COMTAMINATIOM MITHIN THE GEARTRAIN ASSEMBLY.	MIGN B.ES WAS EXPEC	ED. THE FA	TRUE NVP	ATTRIBUTED TO BO	
CORRECTIVE ACTION-REGUES: M TO PREVENT SHIPHENT OF	ON-REQUESTED VENCOR TO REVIEW ASSEMBLY, INSPECTION, AND TEBTING REQUIREMENTS AND TAKE REMEDIAL ACTION PHENT OF CONTABINATED UNITS.	ECTION, AND TERTING	REQUIREMEN	IS APD TAI	E REMEDIAL ACTIO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	CT-88-24-3269 COMMUTATOR	FAR E7-01858-18	1510 E	ATTA PRO MO	YES FIFTH DIMENSION NO N MEXICASE	402363
FALLURE MODE-CONTABLUATIC FALLURE WAS CAUSED BY WEI TWEEN A NEGATIVE GATE SEGS	FAILURE MOSE-COMTAHIMATIOM. COMMUTATOR MASTER PULSE SEGMENT AND MESATIVE PULSE SLEWENT WERE FOUND SMORTED TOGETHER. Failure was caused by Wetailic Comtaminants im and adjacent to the 5 and 4 pole housings causing a short circuit be Ween a negative gate segment and the adjacent master pulse segment on pole 4.	AND MEBATIVE PULSE TO THE 5 AND 4 POLI RESHENT ON POLE 4.	SEGNENT NEI HOUSINGS	RE FOUND S	HOATED TOGETHER. SHORT CIRCUIT BE	
 CORRECTIVE ACTION-RESUEDS	OM-REQUESTED VENDOM REVIEW ASSEMBLY. IMPPECTION AND TESTIMS REQUIREMENTS AND TAKE REMEDIAL ACTION TO It of contaminated units.	IOH AND TERTING REGI	JIPEMENTS A	40 TAKE R	MEDIAL ACTION TO	
					PASE 0038	

SEMERAL DYNAMICS CONVAIR DIVISION

	9964 MAT 48	SENORES ENGLANDS AND SENSE SEN	MENTATION STATEM'A	INBORNE			•	
<u> </u>	BY BYEN	TEST/REPORT NUMBER	DIF DATA SOURCE PART NUMBER	4 5	21.16 TINE 01F	11 10	VENDOR HAME VENDOR FART NO	
	BUG-STREM INSTRUMENTATION-A/B TELEMETRY BET ALD TRANSDUC ERB	CT-88-E4-3ESI RANSDUC COMMUTATOR	FAR 27-01638-7	450700	FACTORY	1 o	VER FIFTH DIMENSIONO NO N HEXD-468	•
	AILURE WORE-CONT WABLE 18 4.15 RF L FAIR OF MATERS	AMINATION. COMMUTATOR INDICATED AN ABRUPT DECREASE IN COMMUTATION MATE TO 4.25 RPS. THE MINIMUM ALS. FAILURE WAS ATTRIBUTED TO 620UND METAL PARTICLES AND A BEGNENT OF STRANDED WIRE FOUND IN THE FI. SERMS IN THE GERRTRAIN.	DECREASE IN COMMUTA PARTICLES AND A SEG	TION RATE	TO 4.ES P		RATE TO 4.85 RPS. THE MINIMUM AL- OF STRANDED WIRE FOUND IN THE FI	
	CORPECTIVE ACTION-REBUE!	COMPECTIVE ACTION-REGUESTED VEHOOR REVIEW ASSEMBLY: INSPECTION AND TESTING REGUIREMENTS AND TAKE REMEDIAL ACTION AS Necessary to prevent shippert of contaminated units.	SON AND TESTING RE	UIREHEHTS	AND TAKE	NEW	DIAL ACTION AS	
	INSIRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS.	SLV-A9-E4-3014-F	7A3 10-111117-0	7114 650623	FACTORY	# Q	YES CONVAIR NO 69-13127-9	
	FAILURE MODE-RHORT (ELE THE FRAME AND CIRCUIT DE VOLTAGES DURING FACTOMY	FAILURE MODE-RHORT (ELECTRICAL). WIRE 15 OF 7HE IELENETRY MONITOR CRYSTAL RECTIFIER ULB FOUND TO BE PINCHED BETYEE) The Frame and circuit board, causing intermittent shorting of measurenemt essy (suldance 115 youts and crs phase-a Oltage) during factory final checkout.	COLITOR CRESTAL REC OF MEASUREMENT ERG	TIFIER WAS V (GUIDANC	FOUND TO	3 2	RECTIFIER MAS FOUND TO BE PINCHED BETYERN ESSY (GUIDANCE 113 VOLTS 400 CPS PHASE-A	
	CORRECTIVE ACTION-FINAL COMPONENT INSPECTION	CORRECTIVE ACTION-FINAL COMPONENT INSPECTION PRACTISE MAD REVISEO TO INCLUDE CMECKS FOR EXCESS SLACK IN MIRING AND	REVISED TO INCLUDE COMPONENT.	CHECKS FOR	EXCESS	KACK.	IN WIRING AND	
	CONCENCY FRANCE TELEMETRY SET AND TRANSDIES	TRANSDUC PRESSURE TRANSDUCER	FAR B7-01558-49	7524 650023	FACTORY	2 3	TES WIANCKO NO 34103-9	•
	AILURE MODE-	FAILURE MODE-OUT OF TOLERANCE. OWE TRANSDUCER WAS REJECTED IN THE LAB ON 65631D AND THE OTHER WAS REMOVED FROM ON 650823 FOR THE SAME REASOM-EXCEOSIVE OUTPUT EMRONS, CAUSE OF FAILURE MAS LOOSEMINS OF E-CORES FROM THEIR MOUNTIN BLOCKS, DUE TO IMPROFER PREPARATION OF SURFACES BEFORE ADHESIVE IS APPLIED.	DUCER WAS REJECTED IN THE LAB ON 63C. OUTFUT ERRORS, CAUSE OF FAILURE WAS SURFACES BEFORE ADHESIVE IS APPLIED.	LOOSENINS	E OTHER W	A PRO	MOYEC FROM TIS M THEIR MOUNTS	+ 2
	CORRECTIVE ACTION-THE	OM-THE FAILURE HAS CONFIRMED. IN RESPONSE, THE VENDOR IMPROVED HIS SURFACE PREPARATION BY EMGINERAIN 0327 DATED 630408.	THE VENDOR IMPROVE	0 318 BURF	ACE PREPA	MATIC	X EV ENGINEER	z
	INDIAUMENTATION-A/B FELEMETAY BET AND THAMBDUC ERB	CT-T3-240-3256 UC PRESSURE TRANSDUCER	FAR 69-01003-81	1740 48088	FACTORY		VES BOURNS NO RUGESTETOS	
I	PAILURE MOGE-CONTAMINA FAPPING THE TRANIDUCER THE SHTERHITTENT OPEN	FAILURE MOCE-COMTANINATIOM AM OFENBIÉNAL MAB INDICATED FOR MEABURÉNENT P-98F. COARECT READINES COULD BE CSTAINED BY TAPPINE THE TRANIDUCER. FAILURE WAS ATTRIBUTED TO MIGRATORY PARTICLES OF CENENT MOVING UNDER THE MIPLE AND CAUSING THE INTERHITTENT OPEN CLRCUIT. MIPER TEMBION WAS ACCEPTABLE.	A MEASURENENT P-SSI AT PARTICLES OF CEI E.	COARECT	READINGS 1 UNDER TO	COUL.	PER AND CAUSIN	. .

The second secon

GENERAL DYNAHICS CONVAIR DIVISION

9961 MOF 81

COUNTY DISTOR

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	TRUMENTATION STRENT	INBORNE				
BYSTEN BUS-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PATO	PRI VENDOR MAME OTH VENDOR PART NO	
CORRECTIVE ACTION-ACTION MA NE THE MOUNTING MATERIAL, HOL UME 1864 OF THIS TRANSDUER,	CORRECTIVE ACTION-ACTION WAS TAKEN TO ELIMINATE SPIKING PAILURES ON THE -F THROUGH -48 SERIES TRANSDUCERS BY CHAN Ng the mounting naterial holding the Potentioneter wire in place. This was accomplished after the assembly date of Une 1864 of this Transducer.	ATLURES ON THE -F THR	OUCH -48 B	CAIED TAL	Na Du	EERS BY CHANSI	
1 5	B BLV-80-E4-5016-F TRANSDUC TRANSDUCER: INSTRUMENTATION	7 A R 7 - C1 6 B B - B	7100	MTR.	2 2	ROBEMOUNT 1496	•
FAILUME MODE-ELECTRICAL I IGM-RESIBTANCE BHORT CIRCI OSTS WAS DAMAGED. THE DAM INFLICTED BY AN EXTERNAL D AREA.	FAILUNE MODE-ELECTRICAL PHORT, TRANSDUCER FOR MEASUREHENT FEATT INDICATED AN INTERNITTENT OUTPUT, AM INTERNITTENT H IGH-RESIBTANCE BHORT CIRCUIT DEVELOPED IN THE UPPERMOST WINDINGS OF THE END ELEMENT WHEN OME OF THE CERANIC COATED P OSTS WAS DAMGED, THE DAMGED AREA MAS ALIGHED WITH A PERFORATION IN THE PROTECTIVE SHEATH AND APPEARED TO MAYE BEEN INFLICTED BY AN EXTERNAL SOURCE, THE SHORT CIRCUIT PATH MAY HAVE BEEN DEVELOPED BY MOISTURE INTRUSION IN THE DAMAGE	FE4TT INDICATED AN I NDINGS OF THE END ELE CMATION IN THE PROTEC AT HAVE BEEN DEVELOPE	NTERNITTEN HENT WHEN TIVE BHEAT D BY MOIST	T OUTPUT. ONE OF THE AND APP	AN IN	INTERMITTENT H IANIC COATED P) TO MAYE BEEN IN THE DANAGE	
CORRECTIVE ACTION-INFORM	CORRECTIVE ACTION-INFORMED WIR PERBONNEL OF THE PROBABLE CAUSE OF THE FAILURE.	CAUSE OF THE FAILURE.					
IMSTRIMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	FAR-SLY-90-R4-5015 PNESSURE TRANSDUCKR	#4# #8-01004-88	7103 650617	7.	22	BOURNE RORSEDSODS	7
FAILURE MODE-FAIL DURING MALTRIS TENTS COULD NOT DI	FAILURE MODE-FAIL DURING OPERATION. DURING A TEST ON THE YEMICLE, THE TRANSDUCER SHOWED A LOSS IN OUTPUT. FAILURE A MALTSIS TESTS COULD NOT DUPLICATE THE REPORTED FAILURE.	YEHICLE, THE TRANSDUC	CA SHOWED	1 1088 IN	. 2	UT. FAILURE A	
 CORRECTIVE ACTION-THE FAI	CORRECTIVE ACTION-THE FAILURE WAS MOT CONTIRHED. THIS UNIT REDEBIGNED TO SS-DIOG4-123.	T REDESIGNED TO 88-01	004-123.				
 IMSTRUMENIATION—A/B TELEMETRY BET AND TRAMBDUC ERB	LV-89-Z4-5013-F POMER BUPPLY, TRANSFORMER V-1	# T	650637	FACTORY	2 Q	AC1 11536	•
 FAILURE MODZ-SHORT (ELECT RANSFORMER T-1 NERE FOUND UT VOLTAGE TO DAOP TO 8 PE	FAILURE MODZ-SHORT (ELECTRICAL). BURING MAKUFACIURING CHECK OF THE TELEMETRY POMER SUPPLY THE PRIMARY WINDINGS OF T Ramsformer 7-1 kere found to be shorted by solder balls around the imbide of the tramsforker terminals. Causing Outp Ut voltage to daop to a percent of moninal value.	ICK OF THE TELEMETAY P.	OWER SUPPLY	F THE PRI	HALS.	MINDENS OF T CAUSING OUTP	
 COMBECTIVE ACTION-VENDOR	-VENDOC INSTITUTED IMPROVED SOLDERING TECHNISUES ON SURSESUENT PRODUCTION RUNS.	CHNISHES ON SUBSESUEN	r PRODUCT!	N ACKS.			

11 10H 1916

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

878TH 848-875TH	TEST/REPORT NUMBER FALLED COMPONENT NAME	MER DIF DATA SOURCE VEHICL NAME PART NUMBER DATE D	VEHICLE DATE DIF	\$17E 73ME 03F	PRI VENDOR NAME OTH VENDOR PART NO	NAME ART NO	
INSTRUMENTATION-1/8 FTASS TELEMETRY SET AND TRANSDUC TEM C	FTABBBA/PG-CO-OR-DACG	COMPOSITE-J FACT	1910	ETR-200	46.8	•	08785
FAILURE, MODE-CA)T OF TOLERANCE. D DATA VARIATICALS OF 6 PCT.	FRANCE. ALL ATLAB LINKB BHOWED OG CPR RIPPLE. THE HOST SERIOUS CASE WAS RF1 CH13 WHICH SHOWE :T.	CPB RIPPLE. THE MOST	SERIOUS CA	ISE WAS AP	S CHES WHICH	HOAF	
SYSTEM EFFECT- IMPROPER ANALOS	IMALOS BIGNALB.						
VEHICLE EFFECT - HONE.							
CORRECTIVE ACTION-UNKNOWN.	: :					W	
INSTRUMENTATION-1/8 FTABS TELEMETRY BET AND TRANSDUC TLM C	FTABSSE/FE-CO-DE-DACE	COMPOSITE-1 FACT	1510	E18-568	YE.		887454
FAILURE MODE-GUT OF SPECIFICAT ST CASES WERE AF1-13 SHIFTING S UEMCY BAND EDGE. OVERALL GUALIT	IOH TOLENANCE. ALL B PCT AND RF1-E 3G Y OF MF1 MAB POOR.	ATLAS RF1 SCO SHIFTED FREGUENCY DOWN AT TELEHETRY TO INTERNAL. WOR PCT. AFTER STADILIZING RF1-A MAE APPROX 10 PCT FSW ABOVE HIGH FREG	ICY DOWN AT	TELEMETA	IY TO INTERHAL. BW ABOVE HIGH	FREE	
STSTEM EFFECT-ERRATIC OPERATION.	ERATION.					*. <u>.</u> .	
VEHICLE EFFECT-COMPOSITE DELAT	: DELAY.						
CORRECTIVE ACTION-UNKINOWN.	.						
IMBIRLWENTATION-A/B SLV-89-E4- TELEMETRY SET AID TRANSCUC COMMUNITOR ERS	SLY-89-84-5003-F COMMUTATOR	FAR 87-01636-21	650614	FACTORY	YES FIFTH DIMENSIONO NO N	1	091402
FAILURE MODE-CUT OF TOLERANCE, DU ALL POLES AT 1:-5 RPS, INSTEAD OF ATES MITH ANOTHER CONSULATOR DURIN	OF TOLERANCE, DURING FACTORY TEST THE DEFECTIVE COMMUTATOR WAS FOUND TO BE OPERATING WITH SPEED RPS, INSTEAD OF S RPS, AND D-18S RPS AS SPECIFIED. THE FAILURE WAS CAUSED BY INTERCHANGE OF NANE CONSULATOR DURING MANUFACTURE.	FECTIVE COMMUTATOR W PPECIFIED. THE FAILURE	18 FOUND TO	O SE OPERA ID SY INTE	JING MITH SPEED RCHANGE OF NAVE	6 A	
CORRECTIVE AC'IOM-MANUFACTURER R REVISED FIMAL, YEST PROCEDURE AND INSPECTICUL TAGS.	COGRECTIVE ACTION-MANUFACTURER MAS REQUESTED TO INTROVE MANUFACTURING PROCEDURES TO PREVENT RECURRENCE, MANUFACTURE R REVISED FINAL TEST PROCEDURE BY REQUIRING TEST PERSONNEL TO CHECK IDENTIFICATION AGAINST PERFORMANCE, REQUIREMENTS AND IMSPECTICAL TAGS.	ANUFACTURING PROCEDUR. TO CHECK IDENTIFICA	IEG TO PREVIOUS	ENT RECUR	RENCE, MAHUFAC Jance, Reguire)	T C C R E R E R T S S	
IMSTRUMENTATION-A/B 69C42RU TELEMETAY 62T AID TRAMSDUC TRANSDUCER ERB	69C42FO Transducer	UTP-ET 69-01004-38	680610	5/09	YES WIANCKO NO PE-4262-33		
FAILURE MODE OUT OF TOLERANCE	LEBANCE. THE UNIT FAILED RP SUSCEPTIBILITY BETWEEN Y.R AND S.7 MC WHERE A DC SHIFT OF	PIBLITY BETWEEN Y.	AND 8.7	C WHERE A	DC SHIFT OF	:: :: ::	
		AND THE THE PERSON AND THE PERSON AN			PAOK	PAGE DOGS	

CONVAIR DIVISION

**** *** **

	ウェイチ・アンドイン かいかんしん アクリカ CART アイカー ひと ちてが アンドン かんかい ひかい ひかい かいかい アンドン アンドン アンドン アンドン アンドン アンドン アンドン アンド	TRUMENTATION SYSTEM'S	IRBORNE				,
8787EX 846-9781; 8	TESTAGEORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE BITE PRI DATE DEP TEME DEF OTH		VENDOR HANE VENDOR PARY HO	
SCHEPANCY REBULTED FROM TE	YED AND BETWEEN BY AND TO WE WHERE A DC SHIFT OF 100 MILLIYOLTS MAS OBSERYED. S/M 405-0516. THE D1 FROM TERTS IMICH INTENTIONALLY EXCEEDED THE DESIGN REQUIREMENTS.	SHIFT OF 100 MILLIVOL THE DESIGN RESUIREME	TB MAS 08:	KRVED. 6/1	403-01	18. THE DI	•
CORRECTIVE ACTION - NOWE.	·					,	
INSTRUMENTATION-1/4	814-89-814-8988-F CAL:884108	FAR 87-18881-501	7201	FACTORY	4 C 4		***
FAILURE WOOK-SAIL TO CEASE LY, BEEGIFICATIONS REGUIRE	TO CEASE OPERATION AT PRESCRIBED TIME, THE CALIBRATOR WAS REJECTED BECAUSE IT OPERATED CONTINUOUS RESULRE THAT THE CALIBRATOR OPERATE ES PLUS OR MINUS IS SECONDS.	THE CALIGRATOR WAS RE PLUS OR MINUS 15 SECC	JECTED BEC	AUSE IT OF	ERATED	CONTINUOUS	
は Table Commission C	A TABLET OF A TABL	FAR	7201	FACTORY	E8 F1F1	YES FIFTH DIMENSIO	******
TELEMETRY BET AND TRANSOUCERS		· · · · · · · · · · · · · · · · · · ·	630601		N N	N MRXD~466	
FAILURE MUSE-CONTAMINATION, INE CONMUTATOR MAS REAMO MIDIM MASETAS ZS TO TS PERCENT 194 MAS EXPECTED CTUR BACKSHELL SHOWTING PIN-Y OF CONNECTOR 3-1 TO ME COMMECTOR BASEMBLY.	FAILURE MUSE-CONTAMINATION. THE COMMUTATOR HAD KEJECTED WHEN CHANKEL—A BEGNENT 39 INDICATED O PERCENT INFORMATION BAND WIDTH UNESTA STEEL BLITTE ON THE J-S CONNECTOR BALLSHELLS STOTS STEEL BLITTE ON THE J-S CONNECTOR BALLSHELL SHORTING PIN-T OF CONNECTOR 3-1 TO THE COMMUTATOR CASE, THE METALLIC BLITTER AFFARENTLY DROPPED INTO THE COMMUCION BACKSHELL DURING COMMUTATOR ASSEMBLY.	HEM CHANKEL-A BEGMENT RE WAB CAUSED BY A BT UTATOR CASE, THE WETA	39 INDICA	TED D PERC EEL BLIVER R APPARENT	ENT INF ON THE LT DROP	ORNATION B	
COMPECTIVE ACTION-FIFTH D BACS MILL BE USED. MANUFA TEMIAL HANDLING AND CLEAM.	CORPECTIVE ACTION-FIFTH DINENSION ASS CCLETED THE USE OF MASKING TAPE AND PAPER AS PROTECTIVE DEVICES. POLYETHYLENE Bags will be used. Manufacturing and inspection personnel have been instructed to provide adultional emphasis in ma Erial Handling and Cleam,iness measures.	MASKING TAPE AND PRIE Have been instructed	R AS PROTE TO FROVID	CTIVE BEVI E ABUITION	CEB. PG	LTETHTENE ADIB IN MA	
INDIRUMENTATION-A/B IELENETRY BET AND TRANSDUC ERB	FAR-MLV-89-24-5009 Pressure Transoucer	女人が一条中心の40~下部		FACTORY Y	YES WIANCHO HO 54103-1	WIANCKO 94103-13	•
PAILURE MODE-OUT OF TOLERANCE. OF E-CORES FROM THEIR MCUNTING PPLIED, FOR BINILAR CARES, BEE I	PAILUNE MODE-OUT OF TOLEAANCE. THE TRANSBUCER WAS REMOVED FROM 148F SECAUSE OF ERRATIC GUTPUT, CAUSED BY LOOSENING OF E-CORES FROM THEIR MCUNTING SLOCKS. THIS MAS CAUSED BY IMPROPER PREPARATION OF SURFACES BEFORE THE ADMESIVE MAS A PPLIED. FOR SIMILAR CASES, SEE FAR-SLY-SS-E4-SDDS.	FROM 148F BECAUSE OF INPROPER PREPARATION	ERRATIC OF BURFACE	ereur, cau	AED BY HE ADME	LOCSENING SIVE MAS A	
CORRECTIVE ACTION-THE FAI • CHAMSE ORDER 10327 DATED	COBRECTIVE ACTION-THE FAILURE WAS CONFIRMED. IN RESPONSE, THE VENDOR IMPROVED HIS BURFACE PREFARATION BY ENGINEERIN Chamse order 1938T DATED 859893.	THE VENDOR IMPROVED	HIS BURFAC	C PREPARAT	8	ENEINCERIN	
						FA6E 0062	

GENERAL BYNAMICS CONVAIR BIYIBION

DIFFICULTIES REVIEW-INSTRUNENTATION SYSTEM AIRBORNE

	FAILED COMPONENT NAME	PART NUMBER	OATE OIF	TINE DIF	PRI VENDOR NAME OTH VENDOR PART NO
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC ERS	LY-88-E4-4884-F C PRESSURE TRANSDUCER	FAR 7-01781-8	1640	FACTORY	YES BOURNS NO 71754-0-0-10-7
FAILURE MOSE-STRUCTURAL, THEUMIT WAS REJECT PCCIFIES A MAXIMUM STATIC ERROR ALLOMABLEOF OULD MOT BE DETERMINED WHERE THE OVERPAESSUR	EC WEN IT PLUS 0.75 P IZATION OCC	BHOWED A STATIC ERROR OF PLUS S.SO PERCENT. DRAWING 7-01731 ERCENT. THE FAILURE IS ATTRIBUTED TO OVERPRESSURIZATION. IT URRED WEASFIRSP.	F PLUS 3.34 ATTRIBUTED	PERCENT.	STATIC ERROR OF PLUS 3.38 PERCENT. DRAWING 7-01731 S' THE FAILURE IS ATTRIBUTED TO OVERPRESSURIZATION. IT C.
CORRECTIVE ACTION-ALL II	INVOLVED 60/C PERSONHEL WERE INFORMED OF THE DISCREPANCY.	MED OF THE DISCREPANCY	÷		
INSTRUMENTATION-A/B TELEMETRY SET AND TRAMSDUC ERS	SLV-88-E4-4980-F C GETECTUR-POTENTIONETER	FAR 69-15110	7114	FACTORY	YES SPECTROL NO 60-2-1-104
FAILURE MODE-OPEN (ELEC D.0003 VOLTS DC. THE FA R COULD MOT BE IDSNITHIE	FAILURE MODE-OPEN (ELECT). THE POTENTIONETER OUTPUT VOLTAGE WAS ERRATIC AND WOULD HOT ADJUST TO S,000 PLUS OR MINUS 0.0005 Volts DC. THE FAILURE WAS CAUSED BY A PHYSICAL BREAK IN THE POTENTIONETER RESISTANCE ELEMENT. THE EXACT BREA . COULD MOT BE IDENTIFIED AS OTHER OPEN CIRCUITS WERE CAUSED BY HANDLING. GDC POT P/N 86-75265-011.	AGE WAS ERRATIC AND WOULD EAK IN THE POTENTIONETER SED BY HANDLING, GDC POT	OULD HOT AD TER RESISTA POT P/N &6-	HOT ADJUST TO S. RESISTANCE ELEMEN P/M &6-75263-011.	ODD FLUS OR MINUS NT. THE EXACT BREA
CORRECTIVE ACTION-THE F. IOMETER WAS DECLARED INA. MARCH 5964.	CORRECTIVE ACTION-THE FAULT' SPECTROL FIXTURE WHICH CAUSED THE RESISTANCE WIRES TO BREAK WAS CORRECTED. THIS POTENT OMETER WAS DECLARED INACTIVE FOR NEW DESIGN AFTER 15 FEBRUARY 1963. IT WAS REMOYED FROM THE PREFERRED PARTS LIST IN	E WHICH CAUSED THE RESISTANCE WIRES TO BREAK WAS CORRECTED. THIS POTENT AFTER IS FEBRUARY 1963, IT WAS REMOYED FROM THE PREFERRED PARTS LIST IN	ES TO BREAK WOVED FROM	THE PREFE	ECTED. THIS POTENT ARED PARTS LIST IN
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	BLV-80-24-5012-F C TRAMBUUCER, INSTALLATION	FAR 69-01003-39	650520	et a	YES BOURNS NO EGGTS71707
FAILURE MODE-CONTANIHATI Compirmed, contaninant i Morel,	FAILURE MODE-CONTANINATIOM, TRANSDUCER EXXIBITED ZERO OUTPUT Confirmed. Contaninant Particles nay have caused the Failure Drel.	ZERO OUTPUT VOLTAGE WHEN PRESSURIZED TO 3000 PSIG, FAILURE MAS NOT THE FAILURE BY GETTING RETWEEN THE WIPER ARM AND THE RESISTANCE MA	BOURIZED TO EN THE WIPE	7 3000 P81	VOLTAGE WHEN PRESSURIZED TO SOUD PSIG. FAILURE WAS NOT BY GETTING RETWEEN THE WIPER ARM AND THE RESISTANCE MA
CORRECTIVE ACTION-INFORM	ACTION-INFORMED THE VENDOR OF THE CONTAMINANT	CONTABINANTS FOUND IN THE OIL.			
INSTRUMENTATION-A/S TELEMETAY BE? AND TRANSBUC SAS	GBC4282 C PREBBURE TRANSDUCER	UTT-TRY 69-01004-40	630380	3/0 3	YES WIANCEO
FAJLURE MODE - DUT OF TOLERANCE, DURING THE TOP DAS TO 13.7 PERCENT THROUGHOUT THE RANGIMENTIONALLY EXCEDED DESIGN REQUIREMENTS, CONT. TRANSDUCER CASE, ALSO, OME OF THE MIRES		F.C. AFTER Z-AXIS TEMPERATURE VIBRATION, THE OUTPUT HAD A OF THE SPECIMEN, S/M 4040520. THIS FAILURE RESULTED FROM WHECTOR PIN-C (OUTPUT GROUND) WAS FOUND TO MAVE A TOD OHM IN THE SEMBOR WERE BROKEN IN E PLACES.	TATION, THE 18 FAILUNE FOUND TO H	COUTPUT HAD A RESULTED FROM IAVE A 700 OHM	AD A NEGATIVE SHIFFROM TESTS WHICH I
	PACE 0003				PAGE DOGS

GENERAL DYNAMICS CONVAIR DIVISION

11 1UM 1186

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME

 ATTEN BUG-BTSTER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817C TIME 01F	# 10 0	PRI VENDOR NAME OTH VENDOR PART NO	
CORRECTIVE ACTION - NOWE.				Andreas Communication (Control of Control of			
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC P	TA-AB-MA-ABGUCER	FAR 7-01731-8	1640	FACTORY	# S	YES BOURNS NO 71724-0-10-752	***
 FAILURE MODE-STRUCTURAL.) INUS G.F3 PERCENT MAXIMUM S ETERMINED UNERE THE OVERPRE	FAILURE WODE-STRUCTURAL, THEPRESSURE TRAMSDUCER HAD AN OUTPUT VOLTAGE STATIC ERROR OF PLUS 9.0 PERCENT, A PLUS OR INUS 0.79 PERCENT MAXIMUM STATIC CRROR ISALLOMED, 196 FAILURE IS ATTRIBUTED TO OVERPRESSURIZATION, 1T COULD NOT BE ETERNINED UNERE THE OVERPRESSURIZATION, 1T COULD NOT BE	JT VOLTAGE STATIC EL E LS ATTRIBUTED TO (AROR OF PL	.U8 6.0 PI UNIZATION	. 14	COULD NOT BE D	
 CORRECTIVE ACTION-ALL INVO	1-ALL INVOLVED GOC PERSONNEL WERE INFORMED OF THE DISCREPANCY.	OF THE DISCREPANCY.					
 INSTRUMENTATION-A/B TELEMETRY RET AND TRANSDUCT	FTA8551/PR-4CO-03-264 RANSOUC TLM CAMISTER	COMPOSITE-# FACT	264D 65031A	41414	A C		* * * * * * * * * * * * * * * * * * *
 FAILURE WONE-OUT OF TOLERA ED. SMC DURING THE TEST.	OF TOLERANCE, BEURIOUS FREGUENCIES WERE NOTED ON EITHER SIDE OF THE PRINARY CARRIER FREGUENCY OF TEST.	ED ON EITHER RIDE (AT THE PR	INARY CARI	2312	FREGUENCY OF 8	
 BYSTEM EFFECT-IMPROPER AMALOG SIGNALS. VEHICLE EFFECT-MOME.	ALCO PERMALS.						
 COMPECTIVE ACTION-REPLACE TELEMETRY CANIBIER.	TELEMETRY CANIBIER,	-					
 INSTRUMENTATION-A/O TELEMETRY GET AND TÄANBOUC A ERB	BLV-83-84-4988-F FAMBOUC AUDICFREGUENCY DETECTOR-D/00E	FAR 69-11116-5	6 50513	FACTORY	# Q	YES FAIRCHILD NO	1
 FAILURE MOCE-OPEN SELECT). R VOLTS RUS SMPUT WHEN G. DEE ABENGLY. THE DRIDGE AS G-GIS. EXCESSIVE FLATTENING NORMAL VISRATION AND THERMO	FAILUNE MODE-OPEN (ELECT), THE AUDIOFREGUENCY DETECTOR HAD AN OUTPUT OF MINUS 0.916 VOLT DC FOR A 160 DEGREES FHASE BE VOLTS RUS INFUL WHEN D.0 VOLT DC WAS EXPECTED. THE FAILURE WAS CAUSED BY A BROKEN WIRE LEAD IN THE CR-1 DIODE BRIDGE ASSEMBLY IN MANUFACTORED BY SAIRCHILD SENICOMPORATION AS A FAP-18, 6DC P/N 67-1801 0-018. EXCESSIVE PLATTENING OR NICKING OF THE WIRE IN THE BREAK AREA MEAKENED THE WIRE ENDUGH TO CAUSE FAILURE FROM MORMAL VIBRATION AND THERMO-PLEXIMG OF THE WIRE, IT IS ASSUMED THAT THE PLATTENING TOOK PLACE WHEN THE LEAD WAS MELD.	N GUTPUT OF MINUS OF MEAN OF M	TOKEN VIEW TOKEN VIEW TENTER	T DC FOR A	TME TME 18, 6	DEGREES PHASE CR-1 DIODE BRI DC P/M 67-1903 FAILURE FROM	

PASE BOSA

CORRECTIVE ACTION-A MORE PREBUENT INSPECTION OF THE WELD HAS BEEN INSTITUTED BY THE VENDOR.

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRSORME

					* * * * * * * * * * * * * * * * * * *	
DIF DATA SOURCE VEHICLE BITE PRI VEHOOR WANT PART HUMBER DATE DIF TIME DIP OTH VEHOOR PART NO	11110-8 65011 FACTORY YES 6DC	ISTOR R-S LEAD SHORTING TO THE CASE OF TRANSISTOR S-S. ZHESD. STOR R-S LEAD SHORTING TO THE CASE OF TRANSISTOR S-S. ZHESD. CON-ECM 101803 IS BEING PROCESSED TO ADD A MOTE TO DRAWING \$5-11118 WHICH REGUINES RESISTOR R-S LEADS IELEASE OF THIS CHANGE MILL BE BY IS JULY 1885.		SKIPPED F CINCUIT OF NEAR THE D BEND WAS P	150511 FACTORY YES SPECTROL NO NO PED FROM PLUS 2.531 TO 6.792 VOLTS 9.000 PLUS OR MINUS 0.005 VOLTS DC OF THE POTENTIOHETER.	CORRECTIVE ACTION-THE POLLOWING ACTION WAS REQUESTED. S. DISCONTINUE USE OF SPECTROL MODEL-4G POSENTICNETERS. S. RE SSTAWE ALL SPECTROL MODEL-4G POTENTIONETERS FROM STOCK. SSTAWENT SET AND TRANSDUC PRESSURE TRANSDUCER SPANSON SET AND TRANSDUC PRESSURE TRANSDUCER SPANSON SET AND TRANSDUC PRESSURE TRANSDUCER SPANSON SET AND TAXABLE POR SETHS OUT OF STATIC E FAILURE MODE-OUT OF TOLERANCE, TWOST-03558-45 AND TWO ST-035"8-55 TRANSDUCERWERE REJECTED FOR BETHS OUT OF STATIC E ROW BAND: CAUSED BY ACIME CHAMEES IN CARBON RESISTORS WHICH TERE IMPROFERLY INSTALLED.
TEST/REPORT NUMBER DII	SLV-98-24-4981-F AUGIOFRESURNCY DETECTOR-RESISTOR	ONT TELECT). THE AUDIOFRESURNCY DETECTOR BURNED OUT AND SPLI STOR R-S LEAD SHORTING TO THE CASE OF TRANSISTOR S-S. 2N83G. ON-ECM 4018G3 IS BEING PROCESSED TO ADD A MOTE TO DRAWING SS ELEASE OF THIS CHANGE MILL BE SY IR JULY 1885.	BLV-99-E4-499G-F K DETECTOR-POTENTIOMETER 68-1 68-1 (1) THE AUSIGFREQUENCY DETECTOR FAILED DI	OVIDE A PLUS 3.000 FLUS OR NINUS G.GGS VOLT DE GUFFUT. ACTUAL ADJUSTIENT MAD ERRATIE AND PLUS 3.000 FLUS OR LILVRE MAS CAUSED SY A SHOWEN MIRE LEAD IN THE INTERNAL WIPER OF THE S. 430 VOLTS DE. THE SHERNAL WIPER OF MANUFACTURED BY SPECTROL ELECTRONICS CORPORATION. THE SHARP BEND ME D MARKENED FRE WIRE. FRIES FROM MORNAL FLEXUME OF THE WIRE. THIS SHARP BRICATION OF THE POIENTIONETER, PROGABLY DURING BOLDERING. CORRECTIVE ACTION—THE VENDOR INCREASED A RELATIVE NUMBER OF UNITS INSPECTED FOR 3G DAYS.	ELEMETAY AET AND TRANSDUC DETECTOR-POTENTIOMETER 69-11118-5 RA RA FAILURE MOCE-OPEN (ELECT), THE CUIPUT VOLTAGE OF THE AUDIOFREGUENCY DETECTOR JUN DC WHEN THE BFECTROL MODEL-EU, R-3 POTENTIOMETER WAS ADJUSTED, A SETTING OF PLUE 13 SPECIFIED. FAILURE OF THE DETECTOR WAS CAUSED BY A SROKEN WINE IN THE MANDREL.	CORECTIVE ACTION-THE FOLLOWING ACTION WAS RESULDTED. 1. DISCONTINUE USE OF SPECTROL NOTE ALL SPECTROL NOTE ALL SPECTROL NOTE ALL SPECTROL NOTA
ATEN BUB-BVRTEN	IMBTRUMENTATIOM-A/B TELEMETAT BET AND TRANSDUC ERB	FAILURE MODE-SMORT SELECTOR R-8 USED BY THE RESISTOR R-8 CORRECTIVE ACTION-ECH 46 BE INSULATED. RELEASE OF	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS. FAILURE MODE-OPEN (ELECT)	OVIDE A PLUS 3,000 FLUS CHUS SENS VOLTS DC. THE TER. PAN 46-72263-011; N. D. MCAKKED THE WIRE EMOUR RICATION OF THE POIENTION CORRECTIVE ACTION—THE VE	INSTRUMENTATION-A/B TELEMETRY MET AND TRANSDUC ERS FAILURE MOE-OPEN (ELECT DC WHEM THE SPECTROL MODE IS SPECIFIED, FAILURE OF	CORECTIVE ACTION-THE FO MOVE ALL SPECTACL MODEL-S SHBYRUMENTATION-A/B TELEMETRY SET AND YRANSDUC ERB PAILURE MODE-OUT OF TOLE RAILURE MODE-OUT OF TOLE BROW BAND: CAUSED BY AGIN

SENERAL DYNAMICS

12 1UH 1116

BITTICULTIES SEVIET-INSTRUMENTATION SYSTEM-AIRBORNE

	87.81CM 808-878TM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE DATE DIF	11 ME DIF	# 5 6 5	VENDOR NAME VENDOR PART NO	MANE ANT NO	
*	GOOMEN-WOLLDAY JAKED SHOOD	COMBECTIVE ACTION-VENDOR REPAIRING ALL FAILUME, OF THIS TYPE AT VENDOR EXPENSE, VENDOR CORRECTIVE ACTION INCLUDED	MENDON EXPENSE	VEHDOR C	OBRECTIVE	1 ACT I	ON THEF	9 9300	•
	ISCIPLINARY LATOFFS AND TI	FR AND TRANSFERS.							
·	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	BLV-59-24-4998-F BANDPABB FILTER-INDUCTOR	FAR E7-01295-6	7116 650906	FACTORY	VES A	VES APPLIED COMPON NO ENTS ACI 3030-5	COMPON	***************************************
	FAILURE MODE-OUT OF SPECI EAS 0.010 TO 0.415 VOLT AN COMMECTION MAS FOUND IN ILY.	F OF SPECIFICATION. THE BINDFASS FILTER WAS REJECTED WHEN ITS MAXIMUM OUTPUT WAS D.D64 VOLT AC. UMER. S VOLT AC WAS REQUIRED. THE FILTER. AN UNSOLDERED OUND IN THE FILTER. AN UNSOLDERED OUND IN THE FILTER, BUT IT HAD NOT AFFECTED THE OPERATION OF THE FILTER. N/A ST-18247 FILTER ASSEMB	REJECTED WHEN ITS MUDED BY AN UNSTABLE:	XINUM OUT	N/A BT-		VOLT AC: UMER AM UMBOLDERED FILTER ABBEMB	- WER LDERED ABSEND	
	CORRECTIVE ACTION-APPLIES D BE CHANGED AND WORE DET	CORRECTIVE ACTION-APPLIED COMPONENTS INDICATED THAT IF FUTURE ORDERS ARE ACCEPTED. THEIR MANUFACTURING PROCESS MOUL BE CHANGED AND MORE DETAILED CONTROLS WOULD SE IMPLEMENTED TO IMPROVE THE FILIER.	URE CROERS ARE ACCEPT O TO IMPROVE THE FIL	CO. THEIR	MANUFACT	TORING	PROCES	TOOM &	
·*-····	INSTRUMENTATION-A/B TELEMETRY SET AND FRANSOUC ERS	CT-99-24-3250 COMMUTATOR	FAN 87-01656-7	\$ 2020 \$	FACTORY	2 2	YES FIFTH DIMENSIONO NO	MENSIO	1988
	FAILURE MODE-OUT OF SPECI PS. THE INCREASE IN COMMU	F OF SPECIFICATION ON TOLERANCE. COMMUTATOR SPEED MAD 9.35 RPB WHEREAB THE MAXIMUM ALLOWED 18 3.25 IN COMMUTATION RATE WAS DUE TO THE REDUCTION IN TOROUGE REGULBEMENTS.	RPEED MAS 5.31 MPB 1 UM IN TORBUE REBUIREI	MCRCAB TH Wents.	SHIXVE U	* ALLO	WED 18	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	
	CORRECTIVE ACTION-RECOMM CLE THEN DURING CHECKOUT " H LOAD CHANGE AS ARE PRESS	CORRECTIVE ACTION-RECOMMENDED THE VENDOR DURN IN THE COMMUTATORS FOR 30 HOURS BEFORE CALIBRATION AND CLE THEN DURING CHECKOUT TESTS. ALSO RECOMMENDED USE OF A LARGER MOTOR, MOT AB BENSITIVE TO THE SPEED H LOAD CHANCE AS ARE PRESENTLY URED IN THE 20 AND 30 RPS UNITS.	TATORS FOR SG MOURS I RREER MOTOR, MOT AS ITS.	BEFORE CALIBRATION AND SENSITIVE TO THE SPEED	IBRATION TO THE ST		TEMPERATURE CY Variations wit	URE CY NS WIT	
	INSTRUMENTATION-A/S TELEMETRY BET AND TRANSDIC ERB	BLV-88-E4-500E-F TRAMBOUCER, IMBTRUMENTATION	FAR 68-01003-38	*80808	SAN DIEG VES SCURMS O MO 200737	4 C 8	800KB 1170Y	.	
	FAIL ME MODE-INTERNAL LEA AMD PITTED BRAKE POINT ON D IN AN INCREASE IN THE TO	ERMAL LEAK, TRAMBDUCER EXHIBITED A BTATIC ERROR OF-1.T4 PERCENT, FAILURE MAS ATTRIBUTED TO A POROUS: POINT ON THE BOURDON TUBE, ALLOWING BYSTEM PRESSURE TO LEAK INTO THE TRAMBDUCER CASE. THIS RESULTE IN THE TRAMBDUCEN REFERENCE PRESSURE, CAUSING THE NEGATIVE SHIFT.	CRROR OF 1.74 PERCEN M PRESSURE TO LEAK II ING THE MEGATIVE SHII	T. PAILURE TO THE TR	NAS ATTI Ansducer	CABE.	THIS R	FOROUS	
	CORRECTIVE ACTION-VENDOR BYA ECTED BECAUSE OF AN INPROPER ALL TRANSDUCERS OF THIS PART	COMBECIIVE ACTIOM-VENDOR STATED AN INPROPER WELD WAS THE SASIC CAUSE OF FAILURE. BUT THE DEFECTIVE UNIT WAS NOT DET CTED SECAUSE OF AN IMPROPER LEAK CHECK PROCEDURE WHICH SINCE HAS BEEN CORRECTED. SURVEY 34-85 MAS ISSUED TO BURYEY LL TRANSDUCERS OF THIS PART NUMBER SUSPECTED OF POSSIBLE BOUNDOM TUBE LEARARE.	THE BEEN CORRECTED THE BEEN CORRECTED THE LEARAGE.	S BUT THE	BUT THE DEFECTIVE UNIT WAS NOT DE BURVEY 34-85 WAS ISSUED TO BURVEY	37	T WAS 14	OT DET	

SENERAL DYNAMICS CONVAIR DIVISION

								Г
	STSTER SUS-STSTER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E TIME 01F	OTH	OTH VENDOR PART NO	0
INBTRUMEN TELEMETRY ERB	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	B BLV-89-84-4574-F TRANSDUC DETECTOR-POTENTIOMETER	FAR 80-11118-8	7116 480489	FACTORY	1 2	YES SPECTROL NO	***************************************
FAILURE DC. THI .000 PLU POTENTIO	FAILURE MONE-OPEN (ELECT DC. THIS OCCURED DURING DOD PLUS OR MINUS 0.005 OTENTIONETER, THESE BROW	FAILURE WOEK-OFEN (ELECT), THE DUTFUT VOLTAGE OF THE AUDIOFREGUENCY DETECTOR SKIPPED FROM PLUB 3.635 TO 6.442 VOLTS DC. THIS OCCURED DURING ADJUSTHEN, OF POTENTIONETER R-6. THEN THE UNIT COULD NOT BE ADJUSTED TO THE REGUIRED PLUS 5	REGUENCY DETECTOR A NEW THE UNIT COULD A VEW BROKEN WIRES ON UNING DEFECT IN THE	KIPPED FAC NT BE ADJU THE MANGKE POTENTIONE	H PLUS 3 STED TO L OF THE TER.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TO 6.442 VOLT REGUIRED PLUS TROL MODEL-60	
COMRECT	CORRECTIVE ACTION-THE FU	COMRECTIVE ACTION-THE FULLOWING ACTION WAS REQUESTED. 1. DISCONTINUE USE OF SPECTROL MODEL-60 POTENTIOMETERS. 2. RE	ISCONTINUE USE OF SP	ECTROL MOD	EL-68 PO	15 H T	OMETERS. Z. R	
INSTRUMEN TELEMETRY ERB	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSO AC ERS	ELV-99-24-4940-F : UMBILICAL RECEPTACLE	FAR 48-11850-1	#504K9	FACTORY	ž 2	YES CANHON ELECTRI NO C	200
FAILURE 97-5: WA TION OCC	FAILURE MODE-BYRUCTURAL. 17-5, WAS FOUND CRACKED A 170M OCCUMPED DURING DRILL 2.	FAILURE MOE-BIRUCTURAL, THE UMBILICAL RECEPTACLE ABENDLY WAS REJECTED WHEN THE RECEPTACLE FROMT INSULATOR, 27-079 97-3. WAS FOUND CRACKED AND DELMINATED BETWEEN THE POLARIZING PINHOLE AND CONTACT HOLE 1. THE CRACKING AND DELAHIHA TION OCCUPPED DURING DRILLING OPCRATIONS DY CANNON ELECTRIC PERSONNEL. ALBO: THE POLARIZING PIN HOLE MAS NOT CHANFER ED.	MAS REJECTED WHEN T ING PINNOLE AND CONT PERSONNEL, ALBO, TH	HE RECEPTA ACT HOLE 1 E POLARIZI	CLE FROM THE CR.	CK IN	IULATOR, 27-07 16 AND DELAHIM 188 NOT CHAMFE	
CORRECT . A CANI IB FEAD	CORRECTIVE ACTION-THE PRINT CHA A CANNON ELECTRIC ENGINEERING IS FEABIBLE, GOC DESIGN STATES	CORRECTIVE ACTION-THE PRINT CHANGE DEMOTING THE POLARIZING PIN HOLE CHANFER WAS SHITIATED AFTER THIS UNIT WAS BUILT A CANNON ELECTRIC ENGINERING EVALUATION IS IN PROCESS TO DITERNINE WHETHER A MATERIAL CHANGE FOR THESE INSULATORS IS FEASIBLE. GOC DESIGN STATES THAT WO DESIGH CHANGE WILL BE MADE.	PIN HOLE CHANFER WA Diterhine whether a Be made.	B INITIATE HATERIAL	D AFTER CHANGE PO	# F	UNIT WAS BUIL IESE INSULATOR	
INSTRUMEN TELEMETRY CRB	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSCUC ERB	# A-39-E1-488E-F TRANSCUC UFIECTOR-FOTENTIONETER	FAR 40-11110-601	191F 4504EF	FACTORY	÷ 2	YES SPECTROL NO	•
FAILURE W	FAILURE MODE-OFEN (ELECT AILURE WAS CAUSED BY A BR	FAILURE MODE-OFEM (ELECT). THE A-R AUDIOFREGUENCY DETECTOR MODULE FAILED TO FUNCTION WHEM THE UNIT MARMED UP. THE F ILURE MAS CAUSED BY A BROKEM HIMDING IN THE SPECTROL MODEL-60, R-6 POTENTIOMETER: 66-TERBS-011.	MODULE FAILED TO FU -60, A-6 POTENTIONET	NCTION WHE	N THE UNI	3	RMED UP. THE	
CORRECTIVE SOMETER WAS MARCH 1864.	IVE ACTION-THE FA WAS DECLINED IMAC	CORRECTIVE ACTION-THE FAULTY SPECTROL FIXTURE WHICH CAUSED THE RESISTANCE WIRES TO BREAK WAS CORRECTED. THIS POTENT IONETER WAS DECLIRED IMACTIVE POR MEW DESIGN AFTER 13 PERRUARY 1963, IT WAS REMOVED FROM THE PREPERRED PARTS LIST IN MARCH 1864.	TIR REGISTANCE MIRE	B TO BREAK OVED FROM	MAS COR! THE PREF	IEC TE	D. THIS POTEN PARTS LIST I	
							PAGE DOGT	_

SEMERAL DYNAHICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

		DISTRIBLE SEVERS BESTER STREET AND STREET STREET	UMENTATION BYSTEN'A	INBORNE				
	STRTEM SUB-STEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRI VEN OTH VENO	SITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	TANNADUC PONER BUFFLY	FAR 88-13840-601	1914	FACTORY	# Q		
	FAILURE MODE-FAIL TO OPER APPEAR. FAILURE ANALYSIS ALBO THE ANALYSIS SHOWED D IN THE MENT ASSEMBLY. TH A WORST-CASE COMDITION.	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED THE. THE TRANSDUCER POWER BUPLY HAD NO GUTPUT WHEREAS E.S VOLTS SHOULD APPEAR. FAILURE ANALYSIS SHOWED THAT THE NO E.S VOLT GUTPUT WAS CAUSED BY A PAULTY CABLE IN THE COMPONENT TEST SET. ALBO THE ANALYSIS SHOWED THAT THE S.GUD VOLT REFRENCE VOLTAGE COULD NOT BE ADJUSTED WITHIN TOLERANCE WHEN INSTALLE D IN THE MEXT ASSEMBLY. THE S.GUD VOLT GUTPUT HAS TOO HIGH DUE TO THE DES.SH ALLOWING THIS VOLTAGE TO BE TOO HIGH IN A MORST-CASE CONDITION.	UCER POWER BUPPLY HE WAS CAUSED BY A FAI ASE COULD NOT BE AD. UE TO THE DEB. BN AL.	AD NO CUTP ULTY CABLE JUBTED WIT LOWING THI	UT WHEREA IN THE CHIN TOLER	S E'S VO	LTS SHOULD TEST SET. N INSTALLE OO HIGH IN	
	CORRECTIVE ACTION-HONE, 1	CORRECTIVE ACTION-HONE, THIS ES THE LAST PRODUCTION REQUIREMENT FOR THIS POWER SUPPLY.	HENT FOR THIS POWER	SUPPLY.				
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC. ERS	CT-09-E4-3E48 COMUTATOR	FAR 27-01636-7		FACTORY	NO F1FT NO N NO N	FIFTH DIMENSION	***************************************
	FAILURE MODE-OUT OF TOLERANCE, APPROXIMATELY 6 TED BREAKUP, A FADLIY OUNN' FACKASH 19EG DURING UNCTIONED MORMALLY OUTSIDE OF THE DUMMY PACKASE.	FAILURE MODE-OUT OF TOLERANCE, APPPOXIMATELY & MINUTES 15 SECONDS AFTER STARTING THE VISRATION TEST, TRACE E INDICA Ted sprakup, a Farlty Outside of the Dummy Pacrase. Unctioned mormally outside of the Dummy Pacrase.	CCONDS AFTER STARTS! MAS DISCOVERED SY PE	NG THE VIB	RATIOH TE PERBOHNEL	ST. TRAC	E R INDICA	
	CORRECTIVE ACTION-MOME. F	COMPECTIVE ACTION-MONE, FAILIME WAS NOT COMPIRMED.						
	INSTRUMENTATION-A/O TELEMETRY SET AND TRANSOUC ERS	O A-90-K4-E4-4973-F Transouc amplifier-Pote/Tiometer	FAR 59-03120-3	150F 650420	FACTORY	VES MAYBERRY NO 1ES-1A	ERRY SA	0 0 0 0 0 0 0
8	FAILURE MODE-FAIL DURING OPERATION, THE D TO CHANCES IN GAIN DETTING, THE CHANKEL-A UNED BY THE IMOPERATIVE BOURNS POTENTIONET MG ASSENSITY, ALLOWING THE WIFGR TO TRAVEL THAT THE AMPLIFIER MAY MAVE SEEN OPERATED IN AN AFTENPT TO OBTAIN A CORRECT CLIPUT.	FAILURE MODE-FAIL DURING OPERATION, THE DIFFERENTIAL AMPLIFIER FAILED WHEN OUTPUT OF NEITHER CHANNEL WOULD RESPOND TO CHANGES IN GAIN DETTIME, THE CHANNEL—A FAILURE WAS NOT CONFIRMED. THE CHANNEL—B FAILURE WAS CONFIRMED, AND WAS CA UNED BY THE IMPERATIVE BOURNS POTENTIONETER, 3281L—1-204. THE POTENTIONETER JIPER STOP TAB WAS APPARENTLY BENT DURI WG ASSENBLY, ALLOWING THE MIPER TO TRAVEL PAST TIS STOP AND DROP OFF THE ELEMENT DURING ADJUSTMENT. IT WAS CONCLUDED THAT THE AMPLIFIER MAY HAVE SEIN OPERATED WITHOUT SIGNAL INPUT, AND THAT THE POTENTIONETER WAS TURNED PAST THE STOP	IER FAILED WHEN OUT WIRNED, THE CHANNEL HE POTENTIONETER JAI DROP OFF THE ELEMEN PUT, AND THAT THE P	PUT OF NEI L-S FAILUR PER BTOF I T DURING A OTENTIONET	THER CHAN E WAS CON AB WAS AP DJUSTMENT ER WAS TU	INEL WOUL FIRMED: FARENTLY . IT WAS	D RESPOND AND MAS CA BENT DURI CONCLIDED T THE BTOP	
-	CORRECTIVE ACTION-MONE.							
	INSTRUMENTATION-A/B FELEMETRY SET AND TRANSDUC ERS	A-00-14-4-070-4 Amplify	FAR 88-01120-3	150F	FACTOR?	7ES MAYBERRY NO 128-1A	# * *	
	FAILURE MODE-FAIL DURING	FAILURE MODE-FAIL DURING OPERATION. THE DIFFERENTIAL AMPLIFIER FAILEG WHEN OUTPUT OF MEITHER CHANNEL WOULD RESPOND	IER FAILEG WHEN OUT	PUT OF MEI	THER CHAN	HEL WOUL	D RESPOND	
-	CONTRACTOR OF THE PROPERTY OF							

SENERAL . . MICS CONVAIR DIVISION

		DITFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	AUMENTATION BYSTEN-A	BORNE				
	BVBTEN BUB-BVBTEN	TEST/REPORT NUMBER FAILED CONFONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	TIME DIF OTH	# 2 # 2 # 2	VENDOR NANE	
	TO CHAMEED IN SAIN BETTIN	TO CHAMEES IN GAIN SETTING. THE UNIT MAY HAVE BEEN OPERATED MITHOUT SIGNAL IMPUT.	WITHOUT BIGNAL IMPU					
	CORRECTIVE ACTION-NONE.	OM-MOME. THE FAILURE WAS NOT CONFIRMED.						
	INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC	PB \$8C3608.1 Transduc Pressure Transduces	U14-9CYI-148	690419	5/09	3	BOURNS	0 11 10 10
	FAILURE WODE - STRUCTURAL ATION RANGE, ALLOMABLE 18 M PRESSURE, B/M SGR-1540.	FAILURE WODE - BIRUCTURAL, FHERE MAS A SHIFT IN THE CALIBRATION READINGS EXCEEDING +6 PERCENT THROUGHOUT THE CALIBR Ation range, allowable is plus of hinus 1 percent, shift was caused st inadventent over- pressuritation to an unknow M Pressure, b/m sor-1940, pet lot fig-1	SHIFT IN THE CALIBRATION READINGS EXCEEDING +6 PERCENT THROUGHOUT THE CALIBR S PERCENT, SHIFT WAS CAUSED BY INADVERTENT OVER- PRESSURITATION TO AM UNKNOW	DING +8 PE	RCENT TH PRESSURE	ROUGH	OUT THE CALIBR N TO AN UNKNOW	
	CORRECTIVE ACTION-MONE.			:				
	INSTRUCENTATION-A/B TELENETRY SET AND TRANSDUCERS	BLV-89-21-1873-F REGULATOR, ELECTRICAL-POTENTIONETE 68-51117-5 R	7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	630414	FACTORY	# Q		***
	FAILURE MODE-CONTANTNATION CATS OF TO Y.Q VOLTS DC. TH BLE POTENTIONETER, SS-TYZEN SEEN STRIPPED DUE TO POTITIN TO A LOOSE CAP PLATE SEAL,	FAILURE MODE-CONTANTIANTION, THE REGULATOR ASSEMBLY HAD A MAXIMUM OUTPUT OF 2.568 VOLTS DC. REQUIRED OUTPUT IS 2.8 V CATS DC TO 7.0 VOLTS DC., THE FAILURE MAS CAUSED BT THE BIAS WOLTAGE BEING OUT OF SPECIFICATIONS DUE TO A MON-ADJUSTA BLE POTENTIONE TEN, 86-73-63-60s. THE POTENTIONETER COULD MOT BE ADJUSTED BECAUSE THE PHEALADS ON THE DRIVE SCREW HAD SEEM STRIPPED DUE TO POTTING INSIDE THE POTENTIONETER DUE TO A LOOSE CAP PLATE BEAL.	AXINUM CUTFUT OF 2.5 VOLTAGE BEING COUT T BE ADJUBTED BECAUM POTTING COMPOUND COU	CG VCLTS D T BPECIFIC E THE THRE	C. REGUL ATIONS D ADS ON T TERED TH	RED OF TO THE DATE OF THE DATE	UTPUT 19 8.9 V A NON-ADJUSTA 1 VE SCREW HAD ENTIONETER DUE	
	CORRECTIVE ACTION-THE RECLI	CORPECTIVE ACTION-THE RECLIVING INSPECTION ACCEPTANCE PROCEDURE HAS BEEN REVISED TO RESULRE AN IMMERSION TEST IN AC ORDANCE MITH MIL-STD-202-D.	EDURE MAR BEEN REVIS	ED TO REGU	1 NE AN 1	7	ION TEST IN AC	
	INSTRUMENTATION-A/B TELEMETAY SET AND TRANSOUCERS	S 69C4280 TRANSDUC PRESSURE TRANSDUCER	UTP-#UAL/5PT #8-01004-84	630406	9/09	1 9	YES WIANCKO No PR-4862-33	490172
	FAILURE MODE OUT OF TOLE APECIMEM OUTPUT MAS T-68 AMEY MAS CAUSED BY AN IMPRITEME OR CLAMPING CIRCUIT.	FAILURE MODE OUT OF TOLERANCE. DURING THE PROOF PRESSURE PORTION OF THE CALIBRATION RUN AT MINUS AS DEGREES F. TH E SPECIMEN OUTPUT MAS 7.42 YOC. PROCEDURE REQUIREMENTS SPECIFY A MAXIMUM OUTPUT OF 5.4 YDC. 5/M 4030310. THE DISCREP ANCY MAS CAURD BY AN IMPROPERLY WELDED INTERNAL CONNECTION BETWEEN THE 1.47 K RESISTOR AND IN 437 DIODE IN THE LIMI	PORTION OF THE CALIL IFY A MAXIMUM OUTFUT BETWEEN THE 1.47 K	PATION PU OF 3.4 YO RESISTOR A	N AT MIN C. B/N A NO IN AB	03 63 7 010	DEGREES F. TH O. THE DISCREP DE IN THE LINI	
1	CORRECTIVE ACTION " NOME,							
					•		PACE GOSS	

SEMERAL DYNAMICS CONVAIR DIVISION

CONVAIR DIVIDION

		DIFFICULTING REVINE AND TRUNKSTATION SYSTEM ANDBOANS	UNENTATION SYSTEM'A	RBORNE				
	#7#7#X #U\$-#7#7#X	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE Date DIF	BITE PRI TIME DIF OTH		VENDOR NAME VENDOR PART NO	
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	BLV-88-44-4846-F PRESSURE TRANSDUCER	FAR 69-01008-18	107010	FACTORY	4 0	BOURNS EGG12063G5	608643
	FAILURE MODE-INTERNAL LEAK, THE PREBURE TRANS HE UNIT LOST VACUUM REFERÊNCE PRESSURE THROUGH AT THE LEAKASE MAS PROSABLY DUE TO MISHANDLING.	FAILURE MODE-INTERNAL LEAK, THE PRESSURE TRANSDUCER WAS REJECTED WHEN IT SHOWED A PLUS 16.3 PERCENT STATIC ERROR. T He unit lost vacuum reference Pressure Through a leak in the electrical receptacle solder joint. It was concluded th at the leakase was progably due to mishandling.	ECTED WHEN IT BHOWEL	O A PLUS 1	JOINT.	T NAME OF THE PARTY OF THE PART	ATIC ERROR. T CONCLUDED TH	
	CORRECTIVE ACTION-APPROPE MAMDLING OF TRANSDUCERS.	UM-APPROPRIATE PERBONNEL WERE MADE AWARE OF THE PAILURE AND WERE CAUTIONED CONCERNING PACKAGING AND ISDUCERS.	THE FAILUME AND WER	E CAUTIONE	CONCERN	*	ACKABING AND	
	INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC ERB	BKF65-020/A01-401-00-297 INSTRUMENTATION DISCONNECT	FLIGHT	2970 680326	1.85	<u>.</u> 2		9 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
	FAILURE MOCE-OPEN (ELECT) BTART.	EN (ELECT). INFLIGHT BTAGIMG DISCONNECT PLUG (IDOPI) MAS SHAKEN LOOSE SY ENGINE VIBRATION AT ENGINE	(100F1) WAS SHAKEN	LOOSE 87	ENCINE VI	BRATI	ON AT ENGINE	
	BYBIEM EFFECT-OPERATION STOPS PR	BYBIEN EFFECT-OFERATION STOPS PREMATURELY, 16 TELEMETRY MEASUREMENTS MONITORING THE BOOSTER PACKAGE AND THE BE EQUI	SURCHENTS MONITORIN	THE 8008	TER PACKA	GE AN	O THE BE COUL	
	VEHICLE EFFECT-WOKE, CORRECTIVE ACTION-LAUNCH TYPE,	-WOME - CM-LAUWCH PROCEDURES 27-548D1 87-90948 AND 27-88758 CHAMGED TO INCLUDE A PULL TEST FOR PLUGS OF	T-88758 CHAMERO TO	INCLUDE A	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	5	PLUGS OF THIS	
	INSTRUMENTATION-A/B TELEMETRY 4ET AND TRANSOUC ERB	LV-A0-24-4065-F A3SOLUTE PRESAURE TRANSDUCER	7.4.2 2.1.01.986.58	#2550 #503#3	FACTORY	33	RERVONIC ROS1-0938	i
1	FAILURE MOCE-OPEN (ELECT) BAND WIDTH: WHEN 0.4 PERCE MOING: AND ANY OTHER PIN. MCIRCUIT WAS CAUSED BY EXC	FAILURE MOCE-OFEN IELECT). THE ABSOLUTE-PRESBURE TRANSDUCER WAS REJECTED WHEN THE OUTFUT WAS 34 PERCENT INFORMATION SAND WIDTH, WHEN D.4 PERCENT ISM WARGXPECTED, ALSO, THERE WAS NO CONTINUITY BETWEEN PIN C, LOW SIDE OF RESISTANCE WI MOING, AND ANY OTHER PIN, LACK OF CONTINUITY WAS DUE TO AN OPEN OH THE LOW END, PIN C, OF THE POTENTIONETER, THE OPEN MCIRCUIT WAS CAUSED BY EXCESSIVE CURRENT PLOWING THROUGH THE WIPEP, EXCESSIVECURRENT MESULTED FROM USING MISSILE CHE CROUT DEVICES SUCH AS SIMPSOM HULTE WETCHE CAPABLE OF DRAWING MORE THAN S MA CURRENT, MEAS HISDP.	MAS REJECTED MMEN : 8 NO CONTINUITY BETY FEN ON THE LOW END. WIFEP. SYCESSIVECU 6 MORE THAM 8 MA CUI	THE OUTPUT FIN C. OF PIN T. OF RENT BERU	MAS 34 F LOW SID THE POTE TED FROM	ERCEN NTION LEBIN	T INFORMATION RESISTANCE WI ETER. THE OPE # MISSILE CHE	
	CORRECTIVE ACTION-THE VAC R TRANSDUCERS AND THEIR CI	CORRECTIVE ACTION-THE VACUUM-TURE VOLTMETER IN THE TEST ESUIPMENT TOOL 3882 CONSOLE IS PRESENTLY BEING USED TO CHEC A Transducers and their circuits. Use of this instrument insures a current less than 5 Ma.	IPMENT TOOL SSST CONSOLE URES A CURRENT LESS THAN	THAN S MA.	ICBENYLY	# 1	USED TO CHEC	
1			•					

SEMERAL DYNAMICS CONVAIR DIVISION

	THEOREMS, NAMES OF THE REST OF THE PROPERTY OF	NUMERIALISM STORES	T T T T T T T T T T T T T T T T T T T		2000 BOOK 200	_
279167 \$U\$-\$V\$168	TESTARFORT NUMBER FAILED COMPONENT NAME	PART NUMBER	DATE DIF	TIME DIF	TIME DIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC ERS	BLW-AB-BA-4040-F TLM CANIDIER-RECTIFIER	FAR 69-11100-913	7111 650322	FACTORY	YES BENDIK BO SESSTAD-B	:
FAILURE MODE-OUT OF BPEC. DMIDTH AND WAS ABOUT S.S.P. LY, THROUGHOUT THE TEST-WH TOR CRYSTAL RECTIFIER WHIC PROPERLY ADJUSTED BICAUSE	FAILUME WODE-OUT OF SPEC, MEABUREMENT ESSY, GUIDANCE 118 VOLTS 400 CPS PHASE-A, PEASURED 62 PERCENT INFORMATION SAN DMIDTH AND MAE ABOUT 5.5 PERCENT ISM GREATER THAN MEASUREMENT ESSY, PHASE-A AT THE OUTPUT OF THE INVERTER POWER SUPP LY, THROWGHOUT THE TEST-WHEREAS 51.5 PERCENT ISM OR 118.3 VOLTS AC WERE EXPECTED, THE PAILURE WAS CAUSED BY THE MONI TOR CRYSTAL RECTIFIER WHICH MAD AN IMPROPERLY ADJUSTED R-EA POTENTIONETER, IT IS THEORIZED THAT THE RECTIFIER MAS IM PROPERLY ADJUSTED SECAUSE MEASUREMENT ESSY WAS A FUNCTION OF PHATE-B INSTRAD OF PHASE-A AS ON THE MISSILE.	OLTS 4DD CPS PHASE-A NT ESIV, PHASE-A AT OLTS AC WERE EXPECTE POTENTIOMETER, IT I	MEASURED THE OUTPUT D. THE FAI B THEORIZE PHASE-A A	62 PERCES OF THE 11 LURE WAS 6 3 THAT THE	62 PERCENT INFORMATION BAN OF THE INVENTER POWER SUPP. UME WAS CAUSED BY THE MONI.) THAT THE RECTIFIER WAS IN	- Colombia de Colo
CORRECTIVE ACTION-ECH3833 TO USE PHASE-A FOR HEASUR	CORRECTIVE ACTION-ECH383334 TO DRAWING 89-11100 WAS ISSUED 28 MAY 1865 MAKING THE CHAMGES MECESSARY FOR THE FACTORY To use phase—a for neasumenent eggy as is done on the missile.	. 23 MAY 1965 MAKING	THE CHAMEE	5 MECE 58A!	IY FOR THE FACTOR	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC ERS	AA63-D015/FE-401-00-E04 TLM CANIBTER	COUNTDOWN ET-11541-949	#040 #503##	678-18 -4980	7E.8	699643
FAILURE MODE-OUT OF BPEC!	OF SPECIFICATION, EXCESSIVE NOISE WAS OBSERVED ON ALL CONTINUOUS CHANNELS DURING AND FOLLOWING GCT	ERVED ON ALL CONTINU	OUS CHANNE	** DUAINE	AND FOLLOWING &C:	
SYSTEM EFFECT-ERRATIC OF	INTIC OFERATION. EXCEDSIVE MOISE IN ALL CONTINUOUS CHANNELS ON BF MUMBER 1.	HTINUONS CHANNELS ON	BF NUMBER	:		
VEHICLE EFFECT-MOME, NO HOLD INITIATED. CORRECTIVE ACTION-CANIBLER REFLACED.	OLD INITIATED. R REPLACED.					
IMBTRUMENTATION-A/B TELEMETRY BET AND TRAMBOUC ERB	LV-98-24-4998-F PRESSURE TRANSOUCER	FAR 7-01720-5	204D 650319	ETA CK.1	ETR CK.1 VER BOURNS R NO 74511-G-35-758	***************************************
FAILURE MODE-INTERNAL LEA HE SYBTEM, UPON REMOVAL OF OMFIRKED LEARAGE INTO THE UMKNOWN BECAUSE THE ANALYS	FAILURE MODE-INTERMAL LEAK. DURING PROCEDURE 27-90661 THE TRANSDUCER INDICATED 600 PSIA MITH 1000 PSIA APPLIED TO T HE SYSTEM, UPON REMOVAL OF THE TRANSDUCER SILICONE DAMPING PLUID WAS LEAKING FROM THE GLECTRICAL PLUG END. TESTING C OMFIRHED LEARGE INTO THE TRANSDUCER CASE AND OIL EVIDENCED ON THE OUTSIDE OF THE CASE, THE CAUSE OF THE FAILURE IS UMRHOWN BECAUSE THE ANALYSIS WAS STOPPED BEFORE ITS COMPLETION. MEAS FRAGE.	TRANSDUCER INDICATED FLUID WAS LEAKING FR ON THE OUTSIDE OF I ION. MEAS FRASP.	GOO PBIA (ON THE ELE HE CABE, TI	HITH SOOG	PSIA APPLIED TO UM EMD. TESTING OF THE FAILURE IS	
CORRECTIVE ACTION-MOME.						
INSTRUKZNISTION-A/B TELEMETRY SET AND TRAHSOUC ERS	LY-SS-IA-ASSU-F FRESSURE TRANSDUCER	FAR 7-01781-5	610316	FACTORY	VE GOURNS NO T1784-0-10-758	
FAILURE MOCS-CONTANIMATIO	AMINATION. THE UNIT WAS REJECTED WHEN THE OUTPUT WAS CASATIC DURING THE FIRST X-Y PLOT OF THE CALI	OUTFUT WAS CABATIC	DURING THE	F1887 X-1	PLOT OF THE CALL	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM'AIRSORME

VENDOR NAME SENDOR PART NO	ARTICLES SOESSO	SERVED.	80 TON 10	24-4072 STORS RA STORS RA	ARMER A CHIP M
PRI VENDOR NAME OTH VENDOR PART NO	HETALLIC P T. T. AREW HANT OTS: OUTPL	YES SOURNS NO EDSTRING NS WERE OBSERV DUCER ASSEMBLY	YES LEWIS NO SEB34B SULTED FRO	YES MIANCKO NO SA103-9 FAR-SLY-89-24-4872 CARBON RESISTONS RA ICTION INCLUDED DISC	TES BOSE-MARHER HO \$747-B
817E 71ME 01F	THE NON- SCONTINUIT URNS HAS T	FACTORY COMDITION THE TRANS	40/C	FACTORY NION OF C	FACTORY
VENICLE DATE DIF	HAT BONE OF ARED THE DI	7111 650317 6111ENT OPE VE USED IN	OSCIFIED IN SPECIFIED	7111 850311 OF BAND, ER INSTALL	711E 950311
DIT DATA BOURCE	MEVER, 17 18 POSSIBLE 1 SISTANCE MANOREL AND CAL NA 4 SEPTEMBER 1983, SIN COMPOUNDS, PRE-CLOSURE 1	FAR 68-01003-38 10 NEJECTED WHEN INTER P 110N OF THE EPOXY ADMESI	TO BIGGS R-314 TO GE 9322 UTP-PET T-01633-9 ANCE WAS BELOW 20 NEGOHINS IR DUNING CALIBRATION IN I	FAR ET-01558-49 AT LOW PRESSURE WAS OUT IRIFT, DUE (O THE IMPROP	FAR 7-01413-5 CCELEROMETER OUTFUT N
TEST/REPORT NUMBER FAILED COMPONENT NAME	COULD	HSTRUMENTATION-A/B SLY-AB-24-4963-F FAR 7111 FACTORY VES BOURNS ELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER 69-01003-38 650317 NO 2007371704 RS FAILURE WOOE-OFEN IELECT), TWO PRESSURE TRANSDUCER WERE REJECTED WHEN INTER MITTENT OFEN COMDITIONS WERE OBSERVED. THEINTERNITTENT COEN CIRCUITS WERE CAUSED BY DETERIORATION OF THE EPOXY ADMESTER COIL, MEAS PRIF AND PROF.	CORRECTIVE ACTION-DOUGHUS HAS CHANGED THEIR ADMESIVE FROM BIGGS R-314 TO GE 5222. UTF-FET 030317 6D/C YES LEWIS ELEMETRY SET AND TRANSDUC TEMPERATURE TRANSDUCER T-01633-9 FAILURE MODE - OUT OF SFECIFICATION. INSULATION RESISTANCE WAS BELOW 20 NEGOHINSSPECIFIED. THIS RESULTED FROM NOT US ING THE REVISED TEST PROCEDURE TO PROTECT THE TRANSDUCER DURING CALIBRATION IN ICE MATER. B/N 501-0304. COARECTIVE ACTION-TEST PERSONNEL REINSTRUCTED IN USE OF REVISED TEST PROCEDURE.	RELEMENTATION-A/B FAR-SLV-AS-E4-ASS3-F FAR 7111 FACTORY YES WIANCKO RELEMENTY SET AND TRANSDUC PRESSURE TRANSDUCER RELEMENTY SET AND TRANSDUC PRESSURE TRANSDUCER RAILURE WOOE-DRIFT, DURING FINAL CHECKOUT, THE OUTPUT AT LOW PRESSURE WAS OUT OF SAND, REFER TO FAR-SLV-SS-E4-4STZ FOR A SINILAR CASE, THE LOW OUTPUT WAS PRESSURE TO BE DRIFT, DUE TO THE IMPROPER INSTALLATION OF CARBON RESISTORS RA THER THAN PRECISION TYPE, CONRECTIVE ACTION-VENDOR REPAIRING ALL FAILURES OF THIS TYPE AT OWN EXPENSE, VENDOR CORRECTIVE ACTION INCLUDED DISC	SPLINARY LAYOFFS AND TRANSPERS. HETRINENTION-A/B FAR-ALV-A9-84-4959-F FAR FLEHETRY SET AND TRANSDUC ACCELEROMETER TRANSDUCER 7-61413-5 980311 HO 5747-8 IRS FAILURE HODE-CONTANINATION, DURING FINAL CHECKOUT; THE ACCELEROMETER OUTPUT WAS BELOW SPECIFICATION, A SHALL CHIP MAS FOUND SETUEEM MASKETS AND ONE MASKET WAS CRACKED.
SYSTEM SUS-SYSTEM	BRATION BUN. THE REPORTED I FOUND IN THE BILICONG OIL CORRECTIVE ACTION-THIB TRA IMPROVE THE TRANSDUCER IN	INSTRUMENTATION-A/B TELEMETAT AET AND TRANSDUC I ERS FAILURE MODE-OFEN (ELECT) THEINTERNITTENT OFEN CIRCUI BY MANY MIGRATING EFOXY P.	CORRECTIVE ACTION-BOURHS INSTRUMENTATION-AVE TELEMETRY SET AND TRANSDUC IERS FAILURE MODE - OUT OF SFEC ING THE REVILED TEST PROCEC CORRECTIVE ACTION-TEST PEST	TELEMETRY SET AND TRANSDUC PERS. FAILURE MODE-DRIFT, DURING FOR A SIMILAR CARE, THE LOW THER THAM PRECISION TYPE, CONTECTIVE ACTION-VENDOR R	ALLINARY LAYOFFS AND TRANSPERS. INSTRUMENTATION-A/B FAR-S FEE ERS FAILURE MODE-CONTAMINATION. DU AS FOUND SETUEEM MAGNETS AND ON

GENERAL BYNAMICS CONVAIR BIVISION

#231 MAT #4	ANTIONAL ANTION NO TAXABLE MANAGEMENT AND ANTION OF THE SAME AND ANT	UMENTATION BYBIEN'A	INBORNE				
2 2 2 2 4	TEST/REPORT NUMBER	DIF DATA SOURCE	VEHICLE DATE DIF	11 0 17	PRE VENDOR	VENDOR MANE	
BUG-BTBTEN	FAILED COMPONENT NAME	PARI NORBER					******
CORRECTIVE ACTION-THE FAL	CORRECTIVE ACTION-THE FAILURE WAS CONFIRMED. THE YENDOR WAS REQUESTED TO REVIEW MANUFACTURING PROCEDURES. IN COMPLE	B REGUESTED TO REVIE THOOS TO PRECLUDE R	N MANUFACI ECURRENCE	IURING PRO OF CONTAN	CEGURES. 1	IN COMPLE	
ANCE: THE TRANSOR REPORTED FAR-A-80-E4-4983-F TELEMETRY BET AND TRANSOUC PRESSURE TRANSOUCER	FAR-A-90-E4-4983-F PRESSURE TRANSDUCER	FAR 87-01558-51	******	FACTORY	YES WIANCKO NO 54103-13	9 7	# 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILURE MODE-DRIFT. DURIP ERISTICS IN THE CARBON RE! ARITT TO THE FAILURE DESCE	FAILURE MODE-DRIFT. DURING CALIBRATION, TRANSDUCER OUTPUT WAS BELOW THE ALLONED LOWER LIMIT, CAUSED BY DRIFTCHARACT Emistics in the Carbon Resistors which were infroferly installed. Failure analysis was discontinued secause of simil Arity to the failure described in far-bly-ss-24- 4878.	WAS BELOW THE ALLOM ALLED. FAILURE AMAL	TONER T	IMIT, CAUS ISCOMTINUE	ED BY DRI	FTCHARACT OF BINIL	
CORRECTIVE ACTION-VEHOOR REFAILTENARY LATORFS AND TRANSFERS.	I-VENDOR REFAIRING ALL FAILURES OF THIS TIPE AT OWN EXPENSE. YENDOR CORRECTIVE ACTION INCLUDED DISC IND TRANSFERS.	PE AT OWN EXPENSE.	VENDOR COR	RECTIVE A	CT10H 1NC1	WED DISC	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	LY-80-E4-4973-F RANSDUC SKPLIFER, TRANSMITTER	FAR 87-02658-7	204D 650303	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ETR-CK.A VED BENDIN R NO	¥	
FAILURE MODE-ERRATIC OFE BUENCY IS 23E.4 MESALTCLE Y-GASIG-T: TO AMPLIFIER IN	FAILURE MODE-CRRAIIC OPERATION. THE TELEMETER HAD SPURIOUS RADIATION AT 235.039 AND 229.137 MEGACYCLES. MONINAL FRE Buency is 235.4 megacycles plus on minus d.di percent. The Failure has caused by a mismatch of transmitter cutput: r 7-05610-7:70 amplifier imput: 27-01612-7 in telepar 03-13888-647.	e RAGIATION AT 233.K FAILURE WAS CAUSED 86-647.	39 AM 83	1157 MEA	CYCLES. M Ambriter	CUTPUT: 8	
COMMECTAVE ACTION-THES .	COMMECTIVE ACTION-THIS UNIT WAS SHIPPED FROM SENDIM-PACIFIC BEFORE JUNE 1984. IN JUNE 1884 THEIR TEST PROCEDURES WE	IC BEFORE JUNE 1964. ON ALL UNITS AS FAR	T OF THE A	CEETANCE	CRITERIA.	CEDURES W	1
AE REVISED TO INCLUDE A R INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC ERS	COC/ZZH85-DD8-DA1D4D-/L8-FMO-D3-F3 COMPOSITE-FMD/DPL CD4 TRANSDUCER-BURTAINER FUEL FUMP	71 COMPOSITE-FRD/DP	*01050 *2005	# 13	ž č		•
FAILURE MODE-LEAK-EXTERI	FAILURE MODE-LEAK-EXTERNAL AT THE BUSTAIMER FUEL PUMP IMLET PRESSURE TRANSDUCER DURING THE FUEL LEAK CHECK.	DENART RESERVED	CER DURING	THE FUEL	LEAK CHEC	į	
SYSTEM EFFECT-MONE.							
VEHICLE EFFECT-MONE.							
COARECTIVE ACTION-RE-TO	COARECTIVE ACTION-RE-TOROUGH THE SEAL ON THE TRANSDUCER.						1
							و د د د و ودهو و
						PASE GOTS	Tel
							,

1901 MAF 91

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORMS

SYSTEM SUS-STSTEM	TEST/REPORT HUNGER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE DATE DIF	111E 01F	PRI VENDOR HANE OTH VENDOR PART NO	MANE PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	ETR-009/PR-4CO-08-204 : TLN CANZDTER	CONFOSITE-3 FACT	2040	E78-38			1 2 4 7 9 2 1
FAILURE MODE-FAIL DURING 8 RADIATING.	FAILURE MODE-FAIL DURING OPERATION, SPURIOUS SIGNALS AT RET.S AND 235.0 MEGACYCLES WERE OSSERVED WHILE TELEMETRY WA Radiating.	ERT.S AND RUS.O MEGAC!	YCLES WERE	OB SERVED	WILE TELEME	TRY KA	
STATEM EFFECT-IMPROPER ANALOS	IMALOS BIGNALS.						
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-UNKNOWN	R.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	SLV-9D-24-4992-F : ABSOLUTE PRESSURE TRANSDUCER	FAR 69-01003-39	7104 650302	PALCE-3	YES BOURNS NO 2007571707	20	6926 49
FAILURE HODE-CONTAMINATION, THE CONTAMINATION ON THE RESISTANCE FOR THE TRANSDUCERS DETERIORATES AND	ON. THE UNIT FAILED WHEN IT EXHIBITED AN INTERMITTENT OUTPUT. THE FAILURE IS ATTRIBUTED TO STANCE NANDREL CAUSING DISCONTINUITY. FREVIOUS ANALYSES REVEALED AN EPOXT ADHESIVE USED IN ITES AND MIGRATES THROUGHOUT THE BILLCONE OIL.	BITED AN INTERMITTENT JITY, PREVIOUS ANALYSI BILICONE OIL.	OUTPUT. TI	4E FAILURO	E 33 ATTRIBUT ADMEDIVE US	ED TO	
CORRECTIVE ACTION-SOURMS STATED D OF THE NECESSITY FOR THOROUGHL	: STATED THAT CLEAMLINESS IS CONSTANTLY BEING STRESSED AND THAT PERSONNEL WERE AGAIN REMINDE Noroughly cleaning units. Also sourns has changed their adhesive from biggs R-314 to ge 9522	TANTLY BEING STRESSED Jans has changed theis	AND THAT I	FROM BIG	WERE AGAIN R 18 R-314 TO G	REMINOE GE 9522	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	CT-99-24-3236 CALIBRATOR	FAR 27-12291-1	650302	FACTORY	75.8 80		692563
FAILURE MODE-ERRATIC OPERATION	RATIOM. CALIBRATION PULSES WERE INTERMITTENTLY MISSING. FAILURE COULD NOT SE CONFIRMED.	INTERMITTENTLY MIBBIR	F. FAILURE	CON GIROS	T BE CONFIRME	ċ	
CORRECTIVE ACTION-MONE,							
INSTRUMENTATION-A/B FELENETRY SET AND TRANSDUC TLM CANISTER ERS FAILURE MODE-FAIL DURING OPERATION SPI	LEHETRY SET AND TRANSDUC TLM CANISTER S FAILURE MODE-FAIL DURING OPERATION SPURIOUS SIGNALS AT 255.0 NESACYCLES MERE	COMPOSITE-B FACT	# 504D # 50303 0888 # FD W	ETR-12	204D ETR-12 YES 650301 NO OBSERVED WALLE TELEMETRY WAS BADIATIMA	47114	9 7 8 9 0
** STEEN EFFECT-INPROPER ANALOG VEHICLE EFFECT-KONE, CORRECTIVE ACTION-UNKNOWN,	MALOG DIGMALB.						
					<u> </u>	PAGE GOT4	

10 JUN 1000

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

874TEN 848-87EN	TEST/REPORT NUMBER FALLED COMPONENT NAME	INDER DIF DATA BOURCE VEHICL NAME FART NUMBER DATE D	VEHICLE BITE	PRI VENDOR NAME	, -
THETRUMENTATION-A/B FAR-BLY-89-24-4964-17CLEMETRY BET AND TRANSDUC PRESSURE TRANSDUCER	FAR-BLV-88-24-4884-F PRESSURE TRANSDUCER	FAR 87-01862-48		\$ 8	***************************************
FAILURE MODE-OUT OF TOLESANCE ERROR BAND. ONG OF THE THREE T OF BAND. AND HAD CARBONRESSI	FAILURE MODE-OUT OF TOLERANCE THREE OF THESE TRANSDUCERS WERE REJECTED DUKING CALISSRATION, FOR EXCEEDING THE OUTPUT Error band, one of the three was tested and was withingrror band, it had precision resistors, the other two were ou T of band, and had carbonresistors which were improperty installed.	RE REJECTED DUKING BAND. IT HAD PRECI TALLED.	CALIBRATION, FOR E. BION RESISTORS, THE	CEEDING THE OUTPUT	
CORRECTIVE ACTION-VENDOR REPL IPLIMARY LAYOFFS AND TRANSFERS	LIRING ALL PAILURES OF	THIS TYPE AT CAN EXPENSE, V	VENDOR CORRECTIVE ACTION INCLUDED DISC	TION INCLUDED DISC	
INSTRUMENTATION-3/8 TELEMETRY SET AND TRANSDUC	INSTRUMENTATION-5/8 CT-98-E4-3239 TELEMETRY SET AND TRANSDUC DIFFERENTIAL PRESSURE TRANSDUCER ERS	FAR 87-01558-49	1560 56A 650287	NO MIANCKO NO S4103-9	209080
FAILURE MODE-STRUCTURAL. OM TUBE AS A RESULT OF EXC AZED.	FAILURE MODE-STRUCTURAL, TRANSDUCER HAD A MEGATIVE OUTPUT AT ZERO PSID DUE TO A SHIFT CAUSED BY DANAGE TO THE BOURD Om tube as a result of excessive positive pressure, also, the bourdon tube retaining wire was bent and improperly br Azed.	OUTPUT AT ZERO PSID DUE TO A SHIFT CAUSED BY DAMAGE TO THE BOURD ALSO, THE BOURDON TUBE RETAINING WIRE WAS BENT AND IMPROPERLY BR	A SHIFT CAUSED BY I	AMAGE TO THE BOURD AND IMPROPERLY BR	
CORRECTIVE ACTION-RE-EXAMINE IS APPLIED TO THESE UNITS. IS NO WIRES.	ACTION-RE-EXAMINE ALL PROCEDURES APPLICABLE TO AUGIP TO ELIMINATE ANY POSSIBILITY THAT MORE To these units. Inform vendor of potential problem area concerning brazed joints on bourdon	UGIP TO ELIMINATE ANY POSS EM AREA CONCERNING BRAZED	NY POSSIBILITY THAT WORE THAN BRAZED JOINTS ON BOURDON TUBE	WORE THAN 15 PSID WRDON TUBE RETAINI	
INSTRUMENTATION-A/B SLV-99-24-4054-F TELENETRY SET AND TRANSDUC TRANSMITTER-SCREW ERS	8LV-99-24-4954-F Transmitter-8crew	FAR 27-01610-5	7115 FACTORY 0502ES	YES BENDIX NO 3131107-3	100 M 00
FAILURE MODE-SHORT (ELECT). THE TRANSHITTER ERGY AT 250.677 MCPS. SPECIFICATIONS REQUIRE SED BY A DEFECTIVE HEAT SIMK MOUNTING SCREW. NBULATIME COVERING AT THE INTERFACE OF THE HE CREATED A SHORT CIRCUIT WHEN THE MOUNTING SCR	HE TRANSHITTER ATIONS REQUIRE COUNTING SCREW. RFACE OF THE HE HE MOUNTING SCR	WAS REJECTED WHEN OUTPUT WAS MEASURED AT 5.5 WATTS OF RADIOFREQUENCY EN AT LEAST 7 WATTS AT 249.9 PLUS OR MINUS D.025 HCP3. THE FAILURE WAS CAU THE SPUR ON THE SCREW DUG INTO THE HEAT SINK, REMOVING ITS ELECTRICAL I. AT SIMK WITH THE TRANSMITTER CHASSIS. THIS BREAK IN HEAT SINK COVERING IEW WAS POSITIONED.	MINUS D. DZS MCPS. NENUS D. DZS MCPS. NEWOLD	RADIOFREGUENCY EN HE FAILURE WAS CAU HE ITB ELECTRICAL I FAT BINK COVERING	
CORRECTIVE ACTION-THE VENDOR	NOOR ASSEMBLY LING PERSONNEL AND INSPECTORS WERE MADE AWARE OF THE FAILURE.	BPECTORS WERE MADE	AWARE OF THE FAILUR	ئي	
INSTRUCENT SET AND TRANSDUC TELE ERS	CT-98-24-3231 TELEMETER-WIRING	FAR 84-13848-845	650223 FACTORY	4£8 HO	
FAILURE MODE-SHORT, ELECT	FAILURE WOOE-SHORT, ELECTRICAL, TELEMETER WAS REPORTED TO HAVE BEEN FOUND WITH BURNT WIRES IN THE 28 VOLT FOWER INF	IVE BEEN FOUND WITH	BURNT KINES IN THE	RE VOLT FOWER INF	
				PAGE GOTS	-1-1

18 JUN 1966

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORKE

	DITTICULTIES REVIEW-INSTRUMENTATION STRIKE AIRBORNE	MENTATION BYSTEN'A	IRBORNE				
BTSTEN BUG-BYSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DATE DIF	ALTE TINE DIF	1 X	PRI VENDOR NAME OTH VENDOR PART NO	
UT AND OUTPUT TO THE TRANSIENT SUPPRESSOR, WHEN HILT HAD BEEN REMOVED AND REPLACED, NO INTERNAL E CAUSED BY A 28 YOLT SHORT CIRCUIT EXTERNAL TO	SUPPRESSOR, WHEN OPENED ACED, NO INTERNAL DANAGE RCUIT EXTERNAL TO THE TEL	FOR FAILURE ANALYSIS THE WIRES COULD NOT SE FOUND-THEY APPARE COULD BE FOUND. IT WAS CONCLUDED THE REPORTED BURNT WIRES WER EMETER.	WIRES COU	LD NOT BE HE REPORT	9 01	ID-THEY APPARE SANT WIRES WER	952869
CORRECTIVE ACTION-NOME,							
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC A ERS	FAR-SLV-A9-R4-4943 ACCELEROMETER TRANSDUCER	FAR 7-01413-8	7111	FACTORY	# Q	BORG-WARNER 9747-8	990677
FAILURE MODE-CONTAMINATIOH. I	1. BURING FINAL CHECKOUT OF 7111, THE ACCELEROMETER HAD NO OUTPUT, A SMALL CHIP WAS FOUND ON WIRE FROM MOVING.	HE ACCELEROMETER H	AD NO OUTP	UT. A BM	ור ט	IIP WAS FOUND	
CORRECTIVE ACTION-THE FAILURE MA ANCE: THE VENDOR REVISED FINISH:	UNE WAS CONFIRMED. THE VENDOR WAS REQUESTED TO REVIEW HANUFACTURING PROCEDURES. IN COMPLI INISH: CLEANING: AND INSPECTION METHODS TO PRECLUDE MECURRENCE.	REQUESTED TO REVIE	W MANUFACT ECURRENCE.	URING PRO	XEGG	ES. IN COMPLE	
INSTRUMENTATION-A/B PET-TP-2-0180.1 TELEMETRY SET AND TRANSOUC PRESSURE TRANSOUCER ERS	FET-19-2-DRSD.1 PRESSURE TRANSDUCER	UTF-PET 7-01781-1	650222	FACTORY	£3 C	YES BOURNS NO 71724-0-6-752	490766
FAILURE MODE-OUT OF TOLERANCE. LERANCE ERROR BAND OF -0.18 AND MED ONLY AT ANBIENT TEMPERATURE.	FAILURE MODE-OUT OF TOLERANCE. DURING POST LOW, MICH AND AMBIENT TEMPERATURE TESTS, THE UNIT EXHIBITED AN OUT OF TO Erance error band of -0.18 and -0.36 percent fourr. The Failure was attributed to vendor ac inspection being perfor Ed only at ambient temperature.	IENT TEMPERATURE 1 URE WAS ATTRIBUTED	ESTS, THE TO VENDOR	UNIT EXHI	18.1 TEC	MAN OUT OF TO	
CORRECTIVE ACTION-6D/C REJECTED FET LOT	ECTED FET LOT 15 AND RETURNED THE TRANSDUCERS TO THE VENDOR.	TRANSDUCERS TO THE	VENDOR.				
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC TERS	A-A8-24-4870-F TLM CANIBTER-CONNECTOR	FAR 27-14596-1	147F 650219	FACTORY	# Q	YES BEHOIX	1. 0. 0. 0.
FAILURE MODE-FAIL DURING O VOLTS DC MAS EXPECTED, THE VERTENTLY LOOSEMED CONNECTO	FAILURE MODE-FAIL DURING OPERATION, TELEMETER ASSENBLY & HAD A ZERO VOLT DE OUTPUT ON 10201JE-6-AND N WHEREAS 5.05 Volts de was expected. The Failure was uncompirhed. It is assumed that the uncompirhed Failure was caused by an inad Tertently loosemed connector on the missile during initial troubleshooting of the problem.	A ZERO VOLT DE OU UHED THAT THE UNCO	TPUT ON 10 HFIRHED FA HE PROBLEM	20132-6-/ 1LURE WA!	AND W	WHEREAS 5.05 SED BY AN INAD	
COMPECTIVE ACTION-MONE, TH	CORPECTIVE ACTION-MONE. THE FAILURE WAS NOT CONFIRMED.						
							_
					1	PAGE DOTE	

19 10M 1066

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

FALLUE WOOL-SHOOT (ELECTRICAL). IN TELEMETE ABBENDY 1, PVN 87-13497-3, THE CALIBRATION SHIPTED FROM DATA LEVEL. FALLUE WOOL-SHOOT (ELECTRICAL). IN TELEMETE ABBENDY 1, PVN 87-13497-3, THE CALIBRATION SHIPTED FROM DATA LEVEL. FALLUE WOOL-SHOOT (ELECTRICAL). IN TELEMETE ABBENDY THERE, IT SHOOLD HAVE SHIPTED BACK AND FORTH A PAPROINATE OF CHISAND WOLLD BNO POERATE SECURES. THE FALLUES WAS TRACED TO HEALTH. IN MANUFACTURED BY GENERAL ELECTRIC, AMORTED COLLECTON TO BATHOWEN'S. WAS ELECTRICALLY LEAT. B. TRAMBISTON SHALL S. IN THAMBISTON SHOOT STATE AS ADDRESS OF TEXA IN BATHOWEN'S. WAS ELECTRICALLY LEAT. B. TRAMBISTON SHALL S. IN THAMBISTON SHALL SHALL SHOOT STATE AS ADDRESS OF TEXA IN BATHOWEN'S. WAS ELECTRICALLY LEAT. B. TRAMBISTON SHALL S. IN THAMBISTON SHALL SHOOT SHALL SHOOT STATE AND SHALL SHALL SHOOT SHALL SHOW SHALL SHOOT SHALL SHOOT SHALL SHOW SHALL SHOOT SHALL SHOOT SHALL SHOOT SHALL SHOOT SHALL SHOOT SHALL SHOOT SHALL SHOW SHALL SHOOT SHALL SHOUT SHALL SHOUT SHALL SHOOT SHALL SHOUT SHALL S	MELY 1, F K. 11 BH ALIBRATO ZEMER D
FICATION WAS REVISED TO INCLUDE A 100 FERCENT SCREEN OF ELECTRIC DISCLAIMED RESPONSIBILITY FOR THE TRANSISTOR F RANS ## DUE TO AN INHERENT PRESSURE RIPPLE IN THE HYDRAULIC RE ## SCION. ## OUE TO AN INHERENT PRESSURE RIPPLE IN THE HYDRAULIC RE ## SCION. ## OUE TO AN INHERENT PRESSURE RIPPLE IN THE HYDRAULIC RE ## SCION. ## OUT OF THE PRESSURE RIPPLE IN THE HYDRAULIC RE ## SCION. ## OUT OF THE PRESSURE RIPPLE. ## OUT OF TOLERANCE ## OF THIS TYPE, PET LOT TESTING, BY REVELATION OF SUCH PE ## (8/M 4181974).	
ET-01586-29 650219 NO ET-01586-29 650219 NO M DUE TO AM INHERENT PRESSURE RIPPLE IN THE HYDRAULIC REGION. (1) PLACE AN ORIFICE GEFORE THE TRANSDUCER PRESSURE PORANSDUCER WITH A VARIABLE RELUCTANCE OR STRAIN-GAGE TYPE IMATE OR REDUCE THE PRESSURE RIPPLE. UTP-PET 650217 GDC YES BOURNS 7-01731-3 NO 71724-0-10-732 OH 5 MARCH 1963 THE ERROR WAS ALSO HIGH OUT OF TOLERANCE OF THIS TYPE, PET LOT TESTING, BY REVELATICN OF SUCH PE (8/M 4121974).	6 SPECI
GEON. (1) PLACE AN ORIFICE BEFORE THE TRANSDUCER PRESSURE PO RANSDUCER WITH A VARIABLE RELUCTANCE OR STRAIN-GAGE TYPE INATE OR REDUCE THE PRESSURE RIPPLE. UTP-PET 650217 GDC YES BOURNS 7-01731-5 OH 5 MARCH 1965 THE ERROR WAS ALSO HIGH OUT OF TOLERANCE OF THIS TYPE, PET LOT TESTING, BY REVELATION OF SUCH PE (8/M 4121974).	CENT LO
UTP-PET 650217 CDC YES BOURNS 7-01731-5 NO 71724-0-10-732 OH 5 MARCH 1963 THE ERROR WAS ALSO HIGH OUT OF TOLERANCE OF THIS TYPE, PET LOT TESTING, BY REVELATION OF SUCH PE	ESTIONS TO ELIN
	MSTRUMENTATION-4/B 69-411D ELENCIRT BET AND TRANSDUC PRESSURE TRANSDUCER RS FAILURE MODE-OUT OF TOLERANCE, DURING THE TEMPERATURE TEST THIS IS AN OLDER TYPE TRANSDUCER, BUSICCT TO DISCREPANCIES RFORMANCE, RESULTSIM THE REJECTION OF BELOW-STANDARD UNITS.

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORME

SVSTEM TEST/REPORT NUMBER SUB-SYSTEM FAILED COMPONENT NAME INSTRUMENTATION-A/B HZ-8D-E4-4861-F TELEMETRY SET AND TRANSDUC AMPLIFIER ERS.
FAILURE WODE-ERRATIC OPERATION. THE RADIO FREGUENCY TRANSMITTING SECTION EMITTED SPURIOUS SIGNALS, THIS UNIT CONSISTS OF 1. TRANSMITTER, 27-01618-1. THE FAILURE IS ATTRIBUTED TO LOW POWER OUTPUT FROM THE TRANSMITTER AND LOW POWER OUTPUT, THESE COMDITIONS WERE CAUSED BY THE TRANSMITTER NOT SEING TUNED PROPERLY, AND THE TUBES IN THE POWER AMPLIFIER SEING OVENDRIVEN. ALSO, THE RF SECTION WAS NOT A MATCHED SET.
CORRECTIVE ACTION-THIS UNIT WAS SHIPPED FROM BENDIX-PACIFIC IN APRIL 1964. IN REVISED TO INCLUDE A RADIOFREGUENCY INTERFERENCE CHECK ON ALL UNITS AS PART OF MSTRUMENTATION-A/B CT-98-24-3238 COMPOSITE-FRD/DPL
TELEMETRY SET AND TRANSDUC PRESSURE TRAMSDUCER- 69-DIND3-31 69-DIN
CORRECTIVE ACTION-VENDOR SHOULD BE INFORMED OF THIS FAILURE AND THE REFULTS OF THIS ANALYSIS. PROCEDURES BEING USED SHOULD BE INVESTIGATED TO PREVENT RECURRENCE OF THE FAILURE WOOE DESCRIE INSTRUMENTATION-A/B FAR-SLY-99-24-4936 FAR 69-01004-83 69-01004-83
FAILURE MODE-DRIFT. 24 TRANSDUCERS WERE REJECTED IN A 3-WONTH PERIOD BEFORE DATE OF 650215. ALL PARTS SHOWED MINOR CHANCES IN STATIC ERROR BAND. TESTS AND ANALYSIS REVEALED THE CAUSE OF FAILURE TO BE MON-STABLE COMPENSATING RESISTORS. R3. CORRECTIVE ACTION-THE FAILURES WERE COMFIRMED. RAR ALV-99-24-3491 WAS ISSUED, AND THE VENDOR RESPONDED BY CHANGING THE TYPE OF TRANSSTOR TO A MORE STARIE FILM TYPE. THIS ACTION OF SHILTER IN A 'MEN SART MO.
IMBIRUMENTATIOM-A/B 69C4148 TELEKETRY BET AND TRANSDUC PRESSURE TRANSDUCER 69-01003-19
FAILURE MODE-OUT OF SPECIFICATION, THE FOLLOWING DISCREPANCIES WERE NOTED DURING EXAMINATION OF THE TRANSDUCER.

DIFFICULTIES REVIEW-IMSTRUMENTATION SYSTEM-AIRBORNE

8787EX 808-8787EX	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE PRE VENDOR DATE DIF TIME DIF OTH VENDOR	VENDO! MANE
1.12 INCH DINCHSION WAS 1.18 CH PREVENTED THE UNIT FROM LY BOVE THE SURFACE.	1 INCH GOI INCH OVER	LLCMABLE, THE MOUN.	MAXIMUM ALLOMABLE. THE MOUNTING BURFACES HAD MICKS AND BURRS WHE BURFACE. EPOXY SEALANT USED IN THE EVACUATION HCLE PROTRUDED A	URRS WHE GOESSS
CORRECTIVE ACTION-CAR 5838, 21 JUN RS MEET SPECIFICATION REGUIRENENTS.	D: RI JUNE 1965; REQUESTED THAT THE VENDOR TAKE CORRECTIVE ACTION TO ASSURE THAT TRANSDUCE REMENTS.	: VENDOR TAKE CORREC	TIVE ACTION TO ABSURE THAT T	RANBDUCE
INSTRUMENTATION-A/B TELEMETRY SET AND TRAMSDUC ERS	INSTRUMENTATION-A/B CT-98-24-3242 TELEMETRY SET AND TRANSDUC DIFFERENTIAL-PRESSURE TRANSDUCER ERS	FAR 27-01552-49	156D ETR NO WANCKO	088088
FAILURE MODE-OUT OF TOLERAN BOURDON TUBE AS A RESULT OF OUGH THE POTTING SURFACE.	CE. TRANSOUCER HAD A MEGATIVE Excessive positive pressure,	PUT AT ZERO PSID DI O, TWO SOLDERED TEI	OUTPUT AT ZERO PSID DUE. TO A SHIFT CAUSED BY DAMAGE TO ALBO: TWO SOLDERED TERNINATIONS WERE FOUND TO PROTRUDE	TO THE THR
CORRECTIVE ACTION-RE-EXAMINE ALI 18 APPLIED TO THESE UNITS. INFO ING THROUGH THE POTTING SURFACE,	ALL PROCEDURES APPL MFORM THE VENDOR OF CE,	BIP TO ELIMINATE AN L PROBLEM AREA COM	ICABLE TO AUGIP TO ELIMINATE ANY POSSIBILITY THAT MOVE THAN 15 PSID THE POTENTIAL PROBLEM AREA CONCURNIME SOLDERED TERNIMATIONS PROTAUD	15 PSIO
INSTRUMENTATION-A/B 60-2057 TELEMETRY BET AND TRANSDUC TEMPERATURE TRANSDUCER ERS		UTF-SLT 7-01633-5	(150212 GQ/C YES LEWIS	901176
FAILURE MODE-STRUCTURAL. ELEMENT TESTS ON THIS UNIT WERE COMPLETED	LLEMENT B OPENED, DURING THE X-AXIS TEMP-VIBRATION PLETED 2-6-65, THIS SPEC. IS BEYOND THE SCOPE OF	TEMP-VIBRATION RUND THE BCOPE OF THE	B OPENED. DURING THE X-AXIS TEMP-VIBRATION RUN AT 440 CPS. PERIODIC RE-EVALUATION E-6-65. THIS SPEC. IS BEYOND THE BCOPE OF THE PROCUREMENT SPECIFICATION.	LUAT1 04
CORRECTIVE ACTION-NONE.				***************************************
INSTRUMENTATION-A/B NZ-A9-24-4947-F TELEMETRY SET AND TRANSDUC TRANSMITTER, DIODE ERS.		FAR 27-12762-515	ESSE FACTORY YES BENDIX BSDE10 NO	
FAILURE MODE-OUT OF TOLERANG S PERCENT IS THE MAXIMUM ALI WITH TOO HIGH A BIAS VOLTAGE, ILLATION OR MOISE PRODUCTION	FAILURE MODE-OUT OF TOLERANCE, TELEMETER FAILED WHEN CHANNEL 11 INDICATED NOISE OF & PERCENT INFORMATION BANDWIDTH. S PERCENT IS THE MAXIMUM ALLOWED, FAILURE WAS DUE TO A TRANSMITTER FAILURE CAUSED BY THE VARCTOR DIODES OPERATING WITH TOO HIGH A BIAS VOLTAGE, THIS FORCED THE DIODES TO OPERATE IN THEIR ASTABLE REGION, PERMITTING A RELAXATION OSC ILLATION OR MOISE PRODUCTION PHENOMENOM TO EXIST.	11 INDICATED NOISE MITTER FAILURE CAUS TE IN THEIR ASTABLE	OF & PERCENT INFORMATION BANDWIDTH. ED BY THE VARACTOR DIODES OPERATING REGION, PERMITTING A RELAXATION OSC	NOWIDTH.

PACE DOTS

CORRECTIVE ACTION-RECOMMENDED VENDOR BELECT VARACTOR BIASING RESISTORS DURING TRANSHITTER ASSENSLY TO AVOID OPERATI On OF THE VARACTOR IN ITS ABTABLE REGION. ALBO RECOMMENDED VENDOR REVISE BUALLITY CONTROL TEST PROCEDURES TO TEST FOR

BENERAL BYNAMICE CONTAIN DIVIDION

18 JUN 1166

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

DIPTICULTIES REVIEW INSTRUMENTATION STRUCKINGORIE

	HITTATI LLATOR TELET RIBUTE	THE MANDERL AND CAU HIRE PROCEDURES TO PR FAR RT-1276E-615 HEASUREHENT INDICATE HT MAS EXPECTED AND D HURKY-AUJUST POTENTIO	EVENT RECUR ESSO ESORGS MG BUSTAINE PERCENT WH	RENCE OF T FACTORY Y FACTORY Y FACTO	THIS PROBLEM. YES NO YAW POSITION WAS R CENT WAS EXPECTED. CHANNEL 4 SUBCARRI	74 68 49 49 49 49 49 49 49 49 49 49 49 49 49
	41 5 9 ≾	UTF-PET T-01731-5 THE POORLY SOLDERED JE OCCURRED SEFORE OR AND ANOTHER ARTICLE	658ED3 WCTION OF AFTER IT MA	THE CASE A SECEIVED	YES BOURNS NO 71724-6-10-752 AND THE ELECTRICAL D BY GDC. (8/N 412 E PET.	4 11 10 0
FAILURE AND MAA CORRECT! DIEMS THE	TELEMETAT SET AND TRANSOUC MIRING FRIUME NOE-OUT OF TOLERANCE, TELEMETER FAILED WHEN NO EXTERNAL 20 VOLT SIGNAL WAS OSTAINED. FAILURE WAS CONFIRMED AND WAS CAUSED BY MIRES & AND 25 BEING INTERCHANGED AT CONNECTOR 4-34 DURING TELEMETER ASSEMBLY. CORRECTIVE ACTION-RECONNENDED PRODUCTION TEST EQUIPMENT BE CHANGED TO TEST ALL CIRCUITAY WITHIN THE TELEMETER INCLU	FAR E99D FACTORY RT-12762-613 650169 ETERNAL 28 VOLT SIGNAL WAS CRTAINED. FA OMNECTOR J-34 DURING TELEMETER ASSEMBLY. SE CHANGED TO TEST ALL CIRCUITRY WITHIN	ESSO 6301E8 AL WAS OBTA TELEMETER A TELEMETER A	FACTORY Y INED. FAIL BREMBLY. WITHIN TH	HOLURE WAS COMFIRMED THE TELEMETER INCLU	6 19 20 0

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE

9	41 41 41 41 41 41 41 41 41 41 41 41 41 4	* ±	\$ X	44 44 44 44 44 44 44 44 44 44 44 44 44	þ- pr	n &	
VENDOR HANE	SERVONIC INSTRUMENTS UNENTS K-75	OF REPLACING THE POTENTIOMETRIC PRESS VENDOR REMOVED ALL CLOTH RAGS FROM HI SSGIRT 60/C YES SERVONIC HO 2091-0909	IN 3 PERCENT WERE EXPERIENCED AT. 1800 CFS	#5012# FACTORY YES BOURNS NO 2007371705 ERROR OF PLUS 1.33 PERCENT. MAXIMUM ALLOWA A MARGINAL COMDITION. THE DIFFRENCE BETWEE	CE OF UNITS HIT	#SULZE FACTORY YES #SULZE NO DC WHEREAS S.DUD PLUS OR MINUS G.DOS THE C-E CAPACITOR, THE C-E CAPACITOR	
TIME DIF OTH	8 4 E 8	ALL CLOT	EXPERIEX COMBIN	ORY YES NO NO PERCENT.	ACCEPTAH	ORY YES NO BOO PLUS STOR, TH	
	PACTORY	REMOVED REMOVED	E E E E E E E E E E E E E E E E E E E	FACTORY US 1.33 PER COMDITION.	PERHIT	FACTORY FREAS S.000	
VEHICLE DATE DIF	4 • • • • • • • • • • • • • • • • • • •	F VENDOR	1 3 PERCE	SSUIZE	1110MS 10	7201 650126 .18 DC WHE OF THE C-	
DIF DATA SOURCE PART NUMBER	7 A R - 0 1 4 R G - 9	ALSO, EFFECTIVE JUNE 1963, THE UTSO, EFFECTIVE JUNE 1963, THE UTP-PET ET-01306-39	TRES GREATER THAN	FAR 69-01003-31 FOR A STATIC ERF THE VENDOR IN A B	TO THE SPECIFICA	FAR 69-11118-1 OUTPUT INDICATED E.882 VOLTS ATTRIBUTED TO THE FAILURE OF	
TEST/REPORT NUMBER FAILED COMPONENT NAME	PRESSURE TRANSDUCER	5	eration. During Z axis vibration, spikes greater than 3 percent were experienced at 1800 cps. At 750 cps. S/N 4121800, Pet Lot 4. Cause of the reported discrepancy was operation of the shaker fixture combination at accumm stead of the desired 256 rms level.	FAR 68-DIDGS-51 FAR 68-DIDGS-5	CORRECTIVE ACTION-A LONG-TERM STABILITY PARAGRAPH WAS ADDED TO THE EPECIFICATIONS TO PERHIT ACCEPTANCE.	TECTOR ED AND B.S VOL	
8787EN 8U8-8787EN	INSTRUMENTATION-A/B LV-AS-E4-4954-F TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER Ers	CORRECTIVE ACTION-TESTING IS UNDERWAY, PER ELUKE TRANSDUCER WITH A VARIABLE RELUCTANCE TYPE & ASSEMBLY AND TEST AREAS. INSTRUMENTATION-A/B 69-4187 TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS.	FAILURE MODE-ERRATIC OPERATION, DURING AND TO A LESSER EXTENT AT 750 CPS, S/N CORRECTIVE ACTION-MONE, CAUSE OF THE RE ULATIVE 406 RMS LEVEL INSTEAD OF THE DES	INSTRUMENTATION-A/B SLV-99-24-4934-F TELEMEIRT SET AND TRANSDUC PRESSURE TRANSDUCER ERS FAILURE MODE-OUT OF TOLERANCE, THIS TRANSDUCE BLE IS PLUS OR MINUS 1.0 PERCENT, THE UNIT WAIN H THE CONVAIR AND THE VENDOR CALIBRATIONS IS	CORRECTIVE ACTION-A LONG- H SPECIFIED DEVIATIONS FR	INSTRUMENTATION-A/B BLY-99-24-4953-F TELEMETRY SET AND TRANSDUC DETECTOR CAPACITOR EAS FAILURE MODE-OUT OF TOLERANCE, FREGUENCY DE YOLTS DC MAS SPECIFIED, FAILURE MAS CONFIRM IS RATED AT SO YOLTS, BUT IS BUBLECTED TO S	

19 7m 1988

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	•										
		1996			691643			991289			
PRI VENDOR MAME OTH VENDOR PART NO	PROVIDES FOR REPLACEMENT OF EXISTING ELECTRONIC PARTS WITH SPECIAL OF THE CUSTOMER ON 20 JULY 1865, AND 18 EFFECTIVE ON ARTICLES 69-1650-5	WIANCRO 54103-9	HFT IN RESISTA Hors were Inpr	VENDOR CORRECTIVE ACTION INCLUDED DISC	APPLIED COMPONENTS ECT-210	OUTPUT VOLTAGE FOIL FORNING TH	THE FACTOR CAP	YES WOURNS NO EGGT371703	HIS FAILURE WA		
SITE PRI	HIC PARTS VE ON ARTI	FACTORY YES	DUE TO DR	IVE ACTION	FACTORY YES	MEN THE O	' DISSIFAT	¥ ES	LLOWED. T A LEAK ZH		
VEHICLE SITE DATE DIF	6 ELECTRO	**************************************	WOUTPUT), 983-F. CAE	R CORRECTI	1	ASSEMBLY N TWEEN THE	• ONLY LO	118 FACTORY	RCENT 18 A ESSURE 18		
	F EXISTIN	0.00	F BAND (LO	SE. VENDO	650121	THE NEXT .	TOR LEADS.	650110	A. 1.0 PE		
DIF DATA BOURCE PART NUMBER	REPLACEMENT OF	FAR 87-01358-49	KER MAB OUT O	E AT OWN EXPEN	FAR 27-12267-3	VIBRATION OF UTED TO A POOL	EST ON CAPACE	FAR 69-01003-01	I STATIC ERROY KELY SOURCE OF		
UMBER T NAME	PROVIDES FOR THE CUSTOMER		ON THE TRANSDI R A RELATED C	OF THIS ITE	ICI TOR	AILED DURING NED AND ÄTTRIN	18196 A PULL 1		S 1.54 PERCEN MBER. MOST LI		
TEST/REPORT NUMBER FAILED COMPOMENT NAME	4. PARTS IMPROVEMENT. RE ECP MAG APPROVED BY IL THROUGH 88.	FAR-SLV-89-E4-4978-F PRESSURE TRANSDUCER	PEN. DURING CALIBRATIC FOUND TO BE OPEN. FO	REPAIRING ALL FAILURES	SLV-99-24-4940-F ELECTRICAL FILTER CAP!	ANCE. LIMITER FILIER F C. FAILURE WAS CONFIRE EAD.	ME INSPECTION IS NOW U	SLV-99-E4-4916-F PRESSURE TRANSOUCER	- THE UNIT HAD A MINU E IN THE EYACUATED CHA NOT FOUND.		
SYSTEM BUS-SYSTEM	CORRECTIVE ACTION-ECP 3434, PARTS UNLITY CAPACITORS, ETC. THE ECP KE. I THROUGH SS AND SS-1648-SI THROUG	INSTRUMENTATION-A/B FAR-BLY- TELEMETRY BET AND TRANSDUC PRESSURE	FAILURE MODE-ELECTRICAL CPEN. DURING CALIBRATION THE TRANSDUCER WAS OUT OF BAND (LOWOUTPUT), DUE TO DRIFT IN RESISTA Mee, a carbon resistur was found to be open. For a related case see far-sly-ab-e4-4963-F. Carbon resistors were impr Operly installed,	CORRECTIVE ACTION-VENDOR REPAIRING ALL FAILURES OF THIS TYPE AT OWN EXPENSE, IPLIMARY LAYOFFS AND TRANSFERS.	INSTRUMENTATION-A/B SLV-99-24-4940-F Telemetry set and transduc electrical filter capacitor ers	FAILURE MODE-CUT OF TOLERANCE. LINITER FILTER FAILED DURING YIBRATICN OF THE MEXT ASSEMBLY WHEN THE OF CHANNEL & BECAME ERRATIC. FAILURE WAS CONFIRMED AND ATTRIBUTED TO A POOR BOND BETWEEN THE ROLL OF E CAPACITOR BOOV AND ONE LEAD.	CORRECTIVE ACTION-RECEIVING INSPECTION IS NOW USING A PULL TEST ON CAPACITOR LEADS. ONLY LOW DISSIPATING FACTOR CAP ACITORS ARE NOW PURCHASED.	INSTRUMENTATION-A/B SLV-99-24 Telemetry set and transduc pressure ers	FAILURE MODE-LEAK EXTERMAL. THE UNIT HAD A MINUS 1.84 PERCENT STATIC ERROR. 1.0 PERCENT IS ALLOMED. THIS FAILURE WA B caused by excess pressure im the evacuated chamber. Most likely source of this pressure is a leak im the bourdom t Use. Momever the leak was not found.	CORRECTIVE ACTION-NOWE,	

SENERAL BYNAMICS CORVAIR BIVISION

8901 MAT 81

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM'AIRBORNE

	DIFFICULTIES REVIEW-IRSTRUMENTATION STRIKE ALABORME	TRUMENTATION STRIEN'A	I MB OR MC			
BVB-BYBTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	BIF DATA BOUNCE	VEHICLE DATE DIF	817E 71ME 01F	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B SLV-88-E TELEMETRY SET AND TRANSDUC DETECTOR ERS	8LV-85-24-4850-F DETECTOR	FAR 60-11110-1	711 9 490111	FACTORY	7£8 HO	
FAILURE MODE-OUT OF SPEC. TH OULD MAYE SEEM E.SEG FLUS OR FAILURE AMALYSIS, LEAD 4 WAS ED OR IF THE SPEAK OCCURRED D RE MODE SHOULD MAYE RESULTED.	HE DETECTOR FAILED EOP MINUS G.023 VOLTS DC. B FOUND SROKEN OFF. IT DURING SHIPHENT. HAD TO	330.720. PARAGRAPH S.SS. THE OUTFUT MAS THE FAILURE WAS NOT CONFIRMED. WHEN THE COULD NOT BE LEARNED IF THE BROKEN LEAD SE LEAD BEEN BROKEN AT THE TIME IT WAS RE	OUTFUT WAD OUTFUT WAS BROKEN LEA	S E-674 E DETECTO D CAUSED REJECTED	E.674 VOLTS DC WHEN IT SH Detector was received for Caused the failure report Cacted, a different failu	Transferrance and the re-
CORRECTIVE ACTION-NOME.						Maliyasi Mişiyası yı Ayra
INSTRUMENTATION-A/B SLY TELEMETRY SET AND TRANSOUC PRE ERS	SLV-99-24-4921-F PRESSURE TRAKSDUCER	FAR 68-01003-13	6 5010 6	FACTORY	YEB BOURNS NO 2004206304	265180
FAILURE MODE-OUT OF TOLERANCE, AN EN ITHIN SPECIFICATION AFTER ACCOUNTING PANCY IN PART NUMBER IDENTIFICATION.	FAILURE MODE-OUT OF TOLERANCE. AN EXCESSIVE STATIC ERROR OF 1.04 PERCENT WASREPORTED. THE TRANSDUCER WAS ACTUALLY Ithim specification after accounting for the calibration instrument error. The unit was rejected because of a discr Panct in part mumber identification. Meas Fip.	OF 1.04 PERCENT WASRE NATRUMENT ERROR. THE	PORTED. THURLIT MAS A	E TRANSDI	KER WAS ACTUALLY W RECAUSE OF A DISCRE	
CORRECTIVE ACTION-EFFECTIVE	NOVEHBER 9,	1964, TRANSDUCERS ARE ONLY REJECTED FOR BEING OUT OF	R BEING OU	T OF SPE	SPECIFICATIONS.	
INSTRUMENTATION-A/B BLY-A9-24-4955-F TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	SLV-A9-24-4953-F Pressure Transducer	FAR 60-01003-31	7110 650105	FACTORY	YES BOURNS No ecotstags	6 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
FAILURE MODE-COMTAMINATION. THE INTERMITTENT OPEN CINCUIT BY MANY MIGRATING EPOXY PART	FAILURE MODE-COMTAMINATIOM. THE PRESSURE TRANSDUCER MAS REJECTED WHEN AN INTERMITTENT GFEN CONDITION MAS ORBERVED. He intermittent open circuit was caused by deterioration of the epoxy adhesive used in the transducer assembly, and By many migratims epoxy particles between the wiper contact and the potentiometer coil.	EJECTED WHEN AN INVERNITTENT C OF THE EPOXY ADHESIVE USED IN CT AND THE POTENTIONETER COIL.	MITTENT OF USED IN T TER COIL.	EN CONDI	CONDITION HAS ORSERVED. TRANSDUCER ASSEMBLY, AM	
CORRECTIVE ACTICH-BOURNS MAS	MAS CHANGED THEIR ADMESTYE FROM BISGS R-314 TO	Biccs R-314 TO CE 9322.	ä		ļ	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	INSTRUMENTATION-A/B SLV-AS-24-4912-F Telemetry set and transduc telemeter camister-transducer ers	FAR 69-11100-618	7109	FACTORY	7E 8	}
FAILURE MODE-OUT OF SPECIFICATION. MAS EXPECTED, TYPE FAILURE WAS NOT	FICATION. MEABUREMENT PSSP INDICATED 1 PERCENT OF INFORMATION BANDWIDTH WHEREAD 15 PERCENT E was not confirmed.	ATEO S PERCENT OF INF	ORKATION B	AMONIOTH	WHEREAD IS PERCEN	
					PAGE 0084	77

11 JUN 11000

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	•	***************************************		55055	1 4 10			0.5	1	 T
VENDOR NAME VENDOR PART NO		BOURNS 717E4-0-6-75E	EO BY AMMEALEO BECAUBE NO MEA	RATHEON	IS 7.0 WATTS. FAIL MAS CAUSED BY A SH AMPLIFIER ARE OPE	RRATING OF THE		ERMINAL 7 OF TR	ASKED TO INVEST	
ATTE PAS HINE BIF OTH	·	FACTORY YES	LUME WAS CAUS	64-08-03 FACTORY YES	CCEPTABLE 18 PUT FONER WAS ED IN THIS AN	ER 1F THE OVE	S ON	AN OUTFUT READING OF 0.000 PLUS OR A SHORT CIRCUIT BETWEEN TERMINAL T	IE. THEY WERE	
RCE VEHICLE R DATE DIF		6 50104	SSS PSIA. FAI	60-00-03	NIMUM FOMER A PUCTION IN OUT (7978 TUBES US	878 TO D18COV		A SHORT CIRC	CAND-1TB CAUS	
DIF DATA SOURCE FART NUNBER		742 7-01785-5	INT WAS COSERVED AT	FAR 27-13517-1	WAS S.S WATTS, WHEREAS THE KININUM POWER ACCEPTABLE IS T.O WATT FROM THE POWER AMPLIFIER, REDUCTION IN OUTPUT FOWER MAS CAUSED ANALYSIS MAS SHOWN RATHEON CR7578 TUBES USED IN THIS AMPLIFIER	THE POWER AMPLIFIER IS CONDUCTING TESTS TO DISCOVER IF THE OVERRATING OF THES	27-12374-609	COULD NOT BE ABJUSTED FOR DC. FAILURE WAS CAUSED BY	FIED OF THE FAILURE SE COMPRESSION OF T	
TEST/REPORT NUMBER FAILED COMPONENT NAME		LY-55-E4-49E6 : PRESSURE TRAMSDUCER	TENT TENT	4 T	OUT PUT FOWER N OUTPUT FOWER EVIOUS FAILURE RATING.	URER OF	EVENT	T. POTENTIONETER R-9 UTPUT MAS 0.857 VOLT RESISTOR R-18.	CORRECTIVE ACTION-THE RESPONSIBLE DESIGN GROUP HAS MOTIFIED OF THE FAILURE AND: ITS CAUSE. THEY WERE ASKED GATE POSSIBLE PACKAGING ADJUSTNENTS TO ALEVIATE THE CLOSE COMPRESSION OF THE COMPONENTS WITHIN THE UNIT.	
ATATEN AUB-ATATEN	CORRECTIVE ACTION-HOME.	INSTRUCENTATION-A/B LY-88-4616 FELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	FAILURE MODE-STRUCTURAL, A POS AREAS IN THE SOURDON TUBE ADJAC T SHIELDING MAS USED.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	FAILURE MODE-OUT OF TOLERANCE. URE WAS CAUSED BY A REDUCTION I IFT IN TUBE CHARACTERISTICS. PR RATED ABOVE THEIR MANUFACTURERS	CORRECTIVE ACTION-THE MANUFACT E TUBER IS CAUSING THE FAILURES IMSTRUMENTATION-A/8	TELEMETAT SET AND TRANSDUC ERS	FAILURE MODE-ELECTRICAL SHORT, 0.010 VOLT DC. THE MINIMUM OUT AMSFORMER T-1 AMD THE LEAD OF R	CORRECTIVE ACTION-THE RESPONSI	

CONVAIR DIVISION

9941 mar 41

DIPTICULTIES REVIEW-INSTRUMENTATION SYSTEM AINSORME

BYSTEM SUB-STSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DAYA SOURCE PAT CUMBER	VENICLE S	817£	PRI VENDOR HANE OTH VENDOR PART NO	,
INSTRUMENTATION-A/B L. EMETRY SET AND TRANSDUC ERS	A-88-84-4488-C COMMUTATOR	FAR RT-1850-3	84-03-87 CACTORY	1	768 BENDIK NO.	**
FAILURE MODE-OUT OF YORER VAIR OF THE CORNUTATOR MAR	FAILURE WOET-OUT OF YCHERFROE, BPEED WAS ESIGRPS; WHEREAS SOLERPS PLUS OR MINUS S PERCENT IS REGUIRED; FAILURE ANALY THE COMMUTAYON WAS WAITED BY SLY RELIABILITY CONTROL;	LCRPS PLUS OR MINUS	PERCENT !	a Areur	IED, FAILURE ANAL	·
CORRECTIVE ACTION-MONE.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	SLV-89-21-4903-F Detectors-3/c-g capacitors	FAR 69-11116-1	2940 PAC	PACTORY YES	YE &	*****
FAILURE MODE-SHORT, ELECT C-E CAPACITORS, SHORT CAU	FAILURE MODE-SHORT, ELECTRICAL, OUTPUT FROM THERE 3 DETECTORS WAS BELOW SPECIFIED LIMITS, FAILURE CAUSED BY SHORTED C-E CAPACITORS, SHORT CAUSED BY 13 10 17.8 MDC BEING APPLIED TO 10 VOLT CAPACITOR.	IS WAS BELOM SPECIFY TO 10 YOLT CAPACIT	CO LINITO. F.	A1LURE 0	AUSED BY SHORTED	
CORRECTIVE ACTION-ECP 345 LECTRONIC SYSTEMS.	CORRECTIVE ACTION-ECP 3454 APPROVED WHICH PROVIDED FOR REPLACEMENT OF EXIBITMSPARTS WITH SPECIAL GUALITY PARTS IN E Ectronic systems.	ICEMENT OF EXISTINGP	ARIB WITH AP	ECIAL BI	JALITY PARTS IN E	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	8LV-99-24-494 8-F Transcucer	FAR 69-01003-31	S41E29 FAC	FACTORY YE	YES BOUPHS NO ROOFSTIPOF	692 074
FAILURE WOSC-INTERNAL LEA THE FAILURE WAS ATTRIBUTE RAMBOUCER CASE, THIS REBUL	FAILURE MODE-INTERNAL LEAK. TRANSDUCER MAD A STATTE ERROR OF-3.8 PERCENT WHEN PLUS ON MINUS 1.0 PERCENT IS ALLOWED. The Failure was attributed to a porcus brate joint on the bourdon tuce. Allowing stetem pressure to leak into the t Amboucer case. This resulted in an increase in the transducer reference pressure, causing the meative shift.	-3.8 PERCENT WHEN P NABON TUCE, ALLOWIN R REFERENCE PRESSUR	F WHEN PLUS ON MINUS 1.0 PERCENT IS ALLOWING SYSTEM PRESSURE TO LEAK INTO PRESSURE, CAUSING THE NESATIVE SHIFT.	1.0 PEN BBURE TO	CENT IS ALLOWED. CEAK INTO THE T TIVE SALFT.	
CORRECTIVE ACTION-REQUESTED VENDOR INVESTIGATION THE BOURDON TUBES.	CORRECTIVE ACTIOM-REQUESTED VEHOOR INVESTIGATE ITS NELDING ANY BRAZING TECHNIGUES AND LEAK TESTING PROCEDURES TO URE THERE ARE NO LEAKS IN THE BOURDOM TUBES.	M BRAZING TECHNIOU	ES AMC LEAK	TEBTING	PROCEDURES TO AB	······································
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	BLV-89-24-4920-F DETECTOR-CIRCUIT BOAND	FAR C9-17110-1	***	F X	YE B	0.00
FAILURE MODE-OUT OF TOLER UTED TO TERMINAL & OF PRIN	OF TOLERANCE, FREGUENCY DETECTOR PAILED HHEN THERE WAS NO OUTFUT, FAILURE WAS CONFIRMED AND ATTRIB 8 of printed circuit board 68-11108-7 NOF BEING PLATED THROUGH.	H THERE WAS NO CUTF. THE PLATED THROUGH.	UT. FAILURE	WAS COM	TRMED AND ATTREE	
CORRECTIVE ACTION-RECOMME	CORRECTIVE ACTION-RECOMMENSED PUALITY CONTROL BE LICREABED IN THE MANUFACTURING DEPARTHENT.	M THE MANUFACTURING	OEPARTHENT.	-		

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSOAME

8787EN 8UB-878TEN	TESTREPORT NUMBER FAILES COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE OIF	817E P	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSBUC	INSTRUMENTATION-A/B BLV-80-24-4924 TELEMETAT SET AND TRANSBUC DIFFERENTIAL PRESSURE TRANSBUCER	FAR 87-01888-88	7104	E	VES WIANCRO	60000
FAILURE MODE-STRUCTURAL, CUTPUT READ 110 PERCENT S CAUSED ST A BROKEN WIRE BETWEEN PINS S AND 6 OF		APPLIED. T-1. THE	OUTPUT BHOULD HAVE READ BREAK WAS NOT CAUSED BY	E READ O PE NED BY OVER	O PERCENT, FAILURE WA Over-current,	
CORRECTIVE ACTION-NOME. INSTRUMENTATION-A/B GOATELEMETRY SET AND TRANSOUC TRANSERS	GOA-AP?65-002/E1-601-00-111 TRANSMITTER	FLIGHT	11.1F 041.222	20 E . 2	7. S	41000
FAILURE MODE-OUT OF SPECI L THRESHOLD WAS REACHED NE SYSTEM EFFECT-MOME.	FAILURE WOSE-OUT OF SPECIFICATION, SIGNAL STRENGTH FROM THE TIME TRANSPOSITION TELEMETRY TRANSMITTER DECREASED UNTI L THRESHOLD WAS REACHED MEAR SUSTAINER ENGINE CUTOFF. SYSTEM EFFECT-MONE.	TIME TRANSPOSITION	TELEMETR	T TRAMBMIT!	FER DECREASED UNTI	
VEHICLE EFFECT-MOME. CORRECTIVE ACTION-NO CORRECTI TO BE PECULIAR TO THE TRANSMI	VEHICLE EFFECT-MOME. Corrective action-no corrective action taken. No problem existed with other similar systems, so the problem appears to be peculiar to the transmitter aboard missile ssif.	LATED WITH OTHER S.	INILAR SYS	TENS. 80 71	HE PROBLEM APPEARS	
INSTRUMENTATION-A/B ACUS TELEMETRY SET AND TRANSDUC OGCI ERS	A6U63-001-31/FC-CO-01-0008-007 O4CILLATOR	COMPOST TE-FACTORY 87-11541-959	£040	_	YES BENDIX NO	9121
FAILURE MODE-FAIL DURING OPER	OPERATION-THE OBCILLATOR OF CHANNEL & DISPLAYED SHIFTS UP TO 8 PCT FBW THROUGHOUT THE TEST	IL & DISPLAYED SHIF	5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	PCT FBW T	HROUGHOUT THE TEST	
STSTEM EFFECT-INFROPER ANALOG MSMITTED.	IALOG BIGNALS. SHIFTING OBCILLATOR FREGUENCY MOULD CAUSE ERRONEOUS ANALOG SIGNALS TO BE TRA	PREGUENCY WOULD CA	USE ERRONE	OUS ANALOS	SIGNALS TO BE TRA	
VEHICLE EFFECT-COMPOSITE RESC CORRECTIVE ACTION-THE TRANSHI	VEMICLE EFFECT-COMPOSITE RESCHEDULED. Corrective action-the transmitter was replaced. System and composite retesting was perforned.	COMPOSITE RETESTIN	6 WAS PERF	ORNED.		
INSTRUMENTATION-A/B SLY- TELEMETRY SET AND TRANSDUC PRES	BLV-99-24-4906-F PRESSURE TRANSDUCER	FAR 66-01003-31	41817		TES BOURNS NO EDDTSTATOS	
FAILURE MODE-CONTAMINATION. T TION FIBER MAS FOUND ON THE NA RE PARTICLES ARE APPARENTLY DU	FAILURE MODE-COMTANIMATIOM. THE TRANSDUCER HAD A DISCONTINUITY. THE FAILURE WAS MOT CONFIRMED, HOMEVER, A CONTANINA Tiom fiber has found om the Mandrel. Plastic-like and fibrous contannants were found inside the case. The plastic-li Ke particles are apparently due to deterioration of the epoxy adhebive.	JITY. THE FAILURE W 18 CONTAMMANTS WERE XY ADMESIVE.	AS NOT CO	IFIRMED, HO IDE THE CA	HOMEVER: A CONTANINA CASE, THE PLASTIC-LI	
					PACE GOOT	-1-3

CONVAIR BIVIBION

16 Jun 1263

DIPPICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE

STSTEN BUB-STSTEN	TEST/REPORT HUMBER PAILED COMPONENT MANE	DIF DATA SOURCE PART HUMBER	VEHICLE BITE DATE DIP TIME DIP	SITE IME DIF	PRS VENDOR NAME OTH VENDOR PART NO		
CORRECTIVE ACTION-L-OXY ADHEBIV	IDHEBIVE WAB CHAMBED BY THE VENDOR, VENDOR PERSONNEL WERE AGAIN REMINDED OF MECESSITY FOR	VENDOR PERBORNEL M	IRE AGAEM R	CATAGES	W MCCESSITY FOR T	200	
MACMENTY CLEANING UNITS. MATRUMENTATION-A/B SLY-88-E4-469E-F TLEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER RS	SLY-99-24-4692-F PAGSUME TRANSOUCER	FAR 66-01008-81	941217 F	FACTORY	YES BOURNS NO EGGTSTATOS	84 6 8 8	
FAILURE MODE-LEAK-ETTERNAL, THE TIOM OF PLUS OR MINUS I PERCENT,	AL. THE BTATIC ERROR BAND OF THIS TRANSDUCER WAS -5.79 PERCENT AS COMPARED TO THE SPECIFI Ercent. This was due to pressure entrapped in the case due to a leak in the gourdon tube.	ANSOUCER WAS -5.79 Rapped in the case	PERCENT AS DUE TO A LI	COMPARE	-5.79 PERCENT AS COMPARED TO THE SPECIFICA CASE DUE TO A LEAK IN THE GOURDON TUBE.		
CORRECTIVE ACTION-LEAK CH IMIB HAVE BEEN BTRESSED BY	CORRECTIVE ACTION-LEAK CHECK WETHOD CHANGED BY THE VEHDOR TO REBUIRE HELIUM LEAK CHECK WITH PROOF PRESSURE AFTER JO Mis mave been biressed by Tube Cycling.) ACEUIRE HELIUM LE/	IK CHECK WI	TH PROOF	PRESSURE AFTER JO		•
MSTRUMENTATION-A/B BLV-00-E4-4032-F ELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER RS	BLV-98-E4-4932-F PRESSURE TRAMSDUCER	FAR 69-01003-19	641216 F	FACTORY	VES BOURNS NO 2004206305	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
FALLURE WODE-INTERNAL LEAK, TWO WUS 1.49 PERCENT STATIC ERROR RE ALLURES ARE ATTRIBUTED TO A LOSS TRANSDUCER WAS TRACED TO THE BELKASE OF THE BECOMD TRANSDUCER WALLOWING A TINY LEAK PATH, THE INC	FAILURE WODE-INTERNAL LEAK, TWO ABSOLUTE-PRESSURE TRANSDUCERS WERE REJECTED WHEN THEY HAD MINUS 1.74 PERCENT AND MI AS 1.69 PERCENT STATIC ERROR, BOTH FAILURES ARE ATTRIBUTED TO A LOSS OF ABSOLUTE REFERENCE PRESSURE WITHIN THE TRANSDUCE? TO SOURCE OF LEAKAGE OF ONE TRANSDUCE? TO THE SOURCE OF LEAKAGE OF ONE TRANSDUCER WAS TRACED TO THE SELLOUS AREA, BUT THE EXACT CAUSE OF FAILURE COULD HOTE. FINPOINTED, THE SOURCE OF LEAKAGE OF THE SECOND TRANSDUCER WAS TRACED TO THE CASE WELD AREA, AND IS ATTRIBUTED TO INCLUSIONS IN THE WELD JOINT ALLOWING A TINY LEAK PATH. THE INCLUSIONS COULD NOT BE IDENTIFIED.	IS WERE REJECTED WHE LOW ONLY PLUS OR HI RE WITHIN THE TRANK E OF FAILURE COULD TA, AND IS ATTRIBUTE IED.	IN THEY HAD INUS 1.0 PE DUCE! SE PIN PE	MINUS A SCENT ST. SCURCE POINTED.	HAD MINUS 1.74 PERCENT AND MI PERCENT STATIC ERROR. BOTH F SE SQURCE OF LEARAGE OF ONE TIMPOINTED. THE SQURCE OF LEA TLUSIONS IN THE WELD JOINT AL		
CORRECTIVE ACTION-OFFBITE 6D/C	PROCURENENT B ANE TESTED	INSPECTION MAS SEEN DELETED FROM ALL	. TRANSDUCER PURCHASE (R PURCHA	SE ORDERS. EFFECTI		
MSTRUMENTATION-A/S SLV-AS-24-4887-F ELENETRY SET AND TRAMSDUC DIFFERENTIAL AMPLIFIER RS	SLV-AS-24-4887-F Differential Amplifier	FAR 85-01120	7109 F	FACTORY	7 E 8	0 0 0 7	
FAILURE MODE-OUT OF SPECIFICATION CAUSED BY SLOW OVERLOAD RECOVERY	FAILURE MODE-OUT OF SPECIFICATION, INTERACTION FROM CHANNEL 11 SEGMENT 31 CAUSING A SLOFING OF SEGMENT 35, FAILURE AUSED SY SLOW OVERLOAD RECOVERY TIME OF DIFFERENTIAL AMPLIFIER. THIS COMSIDERED A DESIGN DEFICIENCY.	11 SEGNENT 31 CAUS. IER. THIS COMSIDERED	ING A SLOFI	HG OF BE	EMENT 35, FAILURE CY.		
CORRECTIVE ACTION-ALL AND	CORRECTIVE ACTION-ALL AMPLIFIERS IN STOCK TESTED FOR COMPLIANCE WITH OVERLOAD RECOVERY TIME REQUIREMENT WITH UNSATI Factory units returned to vendor.	INCE WITH OVERLOAD	RECOVERY TI	ME REGUL	REMENT WITH UNSATI	1	
					••00 D9V4		

DIFFICULTIES MAVICU-INSTRUMENTATION STREET, AIRBORNE

SYSTEM SUB-STSTEM	TESTAGEORT NUMBER FAILED COMPONENT NAME	DIF BATA BOURCE PART NUMBER	VEHICLE BITE PRI DATE DIF TIME BIF OTH	#17E	1 E	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	LV-88-24-4884-F TRANSDUCER POMER BURPLY-INDUCTOR	FAR 88-18840	#040 #41#1	FACTORY	÷ 2		***
FAILURE MODE-OFEN-ELECTRE D RESULTED FROM A PATISUE	FAILURE MODE-OFEN-ELECTRICAL, ALL OUTPUTS MEASURED B.S VOLTS. FAILURE BUE TO BROKEN LEAD TO L-5 INDUCTOR, BROKENLEA . Resulted from a patisue break due to virration.	1. PAILUME BUE TO BE	IOKEN LEAD	70 L-1	3	TOR. BROKENLEA	
COMPECTIVE ACTION-MOME.							
INSTRUMENTATION-A/B TELEMEIRY BET AND TRANSDUC ERB	60-4110 Rambouc Pressure Tramboucer	UTP-PET 7-01781-8		3 9	. Q	BOURNS 71724-0-10-732	******
FAILURE MODE-OUT OF BFECT T OF FULL SCALE OUTPUT NER TION ERROR BAND TOLERANCE	FAILUME MODEOUT OF SPECIFICATION. THE UNIT FAILED THE Z-AXIS VISRATION TEST, SPIKES HAVING A MAGNITUDE OF 3 PERCEN T of full scale output were casenyed during that portion of the smeep betheen tod ops and sog ops. The maximum visra Tion error sand tolerance is plus or hinus 1.5 percent.	S VIBRATION TEST. 4 NE SHEEF BETWEEN TO	PIRES HAV	2M6 A MAG 800 CPB	ar Tag	MAXIMUM VIBRA	
CORRECTIVE ACTION-PET LOT ILURE, IT WAS SUGGESTED TM WRC.	CORRECTIVE ACTION-PET LOT ET MAS REJECTED. WCAR: BATED 28 BECENBER 1964; MAS PORMARDED TO BOURNS DELINKATING THE FA Ilure. It mas succested that adeguate manufacturing control and inspection smould tend to preclude this type of fail Mec.	CEMBER 1984, MAS FO MD INSPECTION SHOUL	AWARDED TO D TEND TO	PRECLUDI	DEL I	MEATING THE FA 1 TYPE OF FAIL	÷
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERR	BLV-89-E4-1904-F IAMBOUC PREBURE TRANSOUCER	FAR 60-01003-33	* 131 **	FACTORY	2	VES BOURNS NO BOOTSTITOS	***
FAILURE MODE-OUT OF TOLER FAILURE WAS MOTED DURING P. 7 TO PRODUCTION EVALUATION	OF TOLERANCE, AN EXCEBSIVE STATIC ERROR (G.ST PERCENT SEYOND ALLOMABLE) WAS REPORTED. NO CAUSE OF DURING FAILURE ANALYSIS, FAILURE IS ATTRIBUTED TO LACK OF TEMPERATURE CYCLIME DECAUSE OF SINILARIALUSTION TEST FAILURES.	ST PERCENT BEYOND A ITED TO LACK OF TEM	CRATURE C	WAS REPO	28 TED CAUSE	NO CAUSE OF	
CORRECTIVE ACTION-THE VEN THIS FAILURE.	-THE VENDOR INCORPORATED A TEMPERATURE-CTCLING AND MIGH-TEMPERATURE STABILIZATION PROCESS PRIOR TO	INS AND HIGH-TEMPER	ATURE STA	BILIZATIO	ž	XESS PRIOR TO	

FA4E 0000

FAILURE MODE-OUT OF TOLEBANCE, PREBUENCY DETECTOR OUTPUT VOLTAGE WAS 1,318 VOLTS DC WREREAS 1,838 PLUS OR NINUS D.S SO VOLTS DC WAS SPECIFIED, PAILURE WAS CONFIRMED AND ATTRIBUTED TO THE LEARY C-S CAPACITOR, THE C-S CAPACITOR IS RAT ED AT IS VOLTS, BUT IS BUBLECTED TO 10.8 VOLTS IN THE DETECTUR.

FACTORY YES

FAR 40-51110-1

INSTRUMENTATION-A/B BLY-89-24-4939-F TELEMETAY SET AND TRANSOUC DETECTOR CAPACITOR ERS

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORME

							8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	
DIF DATA SOURCE VEHICLE SITE PRI VENDOR NAME PART NO	PROVIDES FOR REPLACEMENT OF EXISTING ELECTRONIC PARTS WITH SPECIAL OF THE CUSTOMER ON 80 JULY 1988; AND IS EFFECTIVE ON ARTICLES 69-1690-5	FAR 641212 FACTORY YES BENDIX-FACIFIC 87-D1607-119 041212 FACTORY YES BENDIX-FACIFIC	FAILURE WODE-OUT OF TOLERANCE, THE OBCILLATOR EXHIBITED ERRATIC OPERATION DURING VIBRATION OF THE TELEMETER, FAILUR E was confirmed and attributed to the improperty boldered connecting resistors as and RT to circuit board Lands.	FACTORY YES BOURNS	FAILURE WODE-LEAK-EXTERNAL. TRANSDUCER OUTPUT HAD A STATIC ERROR BAND OF MINUS 3.05 PERCENT. MHEREAS, SPECIFICATION S ALLOW A PLUS OR MINUS 1.6 PERCENT STATIC ERROR BAND, FAILURE OF THE PRESSURE TRANSDUCER 18 ATTRIBUTED TO A POROUS BRAZED WELD AT THE WIPER-END BOUNDON TUBE JOINT, ALLOWING PRESSURIZED GAS TO LEAK INTO THE TRANSDUCER CASE, AND RESU	ATED CORRECTIVE ACTION BY 188UING RAR SLV-99-24-8458 TO DETERMINE THE EFFECT OF LEAK	METRIMENTATION-A/B LY-AS-24-4878-P FAR E04D FACTORY YES ELEMETRY SET AND TRANSDUC WIRING AS AS FAILURE MODE-OUT OF TOLERANCE, CHANNEL 13 DISPLAYED A 2DD CPS 2.5 G AMPLITUDE BIGNAL WHEN STRAIGHT DC SIGNAL 13 EXP ECTED. VAILURE CAUSED BY WIRE REVERSAL DURING PACKAGE BUILDUP NOT DETECTED DURING CHECKOUT. CORRECTIVE ACTION-IMBRECTION PERSONNEL CAUTIONS AS CONSECTIVE ACTION-IMBRECTIVE ACTION-IMBRECTIV	PASE ODGO
	TS IMPROVEMENT, PROVIDES FOR REPLAC MAS APPROVED BY THE CUSTOMER OM 20 WEN 88.	7AR	R EXHIBITED ERRATIC OF RLY BOLDERED COMMECTON	T PERSONNEL IN PROPER FAR 69-010	T HAD A STATIC ERROR BROK BAND, FAILURE OF 1	VE ACTION BY ISSUING R	FAR 58-136 SPLAYED A 200 CPS 2.5 PACKAGE BUILDUP NOT D	
TEST/REPORT NUMBER		NZ-88-E4-48E7-F UC OSCILLATOR-WIRING	LERANCE, THE OSCILLATO RIBUTED TO TWO INPROPE	ESTED VENDOR REINSTRUC SLV-98-84-4893 UC PRESSURE TRANSDUCER	RMAL. TRAMSDUCER OUTFU 1.6 PERCENT STATIC ER R-END BOURDON TUBE JOI RENCE PRESSURE.	=	LV-AS-84-4879-F UC WIRING LERANCE, CHANNEL 13 DI Y WIRE REVERSAL DURING ECTION PERSONNEL CAUTE	
aYattin aug-avattin	CORRECTIVE ACTION-ECP 3434, PARTS IMPROVEMENT, WALLTY CAPACITORS, ETC. THE ECP MAS APPROVED BY 1 THROUGH 48 AND 48-1848-81 THROUGH 48.	INSTRUMENTATION-A/B NZ-09-E4-4927-F TELEMETRY SET AND TRANSDUC OSCILLATOR-VIRING ERS	FAILURE MODE-OUT OF TOLERANCE. E MAS CONFIRMED AND ATTRIBUTED LANDS.	CORRECTIVE ACTION-REQUESTED VENDOR REINSTRUCT PERSONNEL IN PROPER SOLDERING TECHNIGHES. INSTRUMENTATION-A/G SLV-98-24-4893 FAR 68-01003-29 641213 TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER 68-01003-29	FAILURE MODE-LEAK-EXTERNAL. TRANSDUCE 8 ALLOW A PLUS OR MINUS 1.6 PERCENT ST BRAZED MELD AT THE WIPER-END BOURDOM T LTIMG IM A LCAS OF REFERENCE PRESSURE.	CORRECTIVE ACTION-CONVAIR INITI AGE PROBLEMS ON PRESENT STOCK.	INSTRUMENTATION-A/B LV-AS- TELEMETRY SET AND TRANSDUC WIRING ERS FAILURE MODE-OUT OF TOLERANCE, (ECTED. VAILURE CAUSED BY WIRE RE! CORRECTIVE ACTION-IMBRECTION PER	LICABLE BLUEPRINTS.

FAILURE MOGE-ELECTRICAL SHORT. DIFFERENTIAL AMPLIFIER FAILED WHEN THE SAIN WAS UNSTABLE. FAILURE WAS COMPIRMED. SAI IN DRIFT OF CHANNEL A COULD MAYE BEEN CAUSED BY DEFECTIVE SOUDER COMMECTIONS BETWEEN TWO LEADS OF TRANSFORMER T-A AND

CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRBORME

CONTA

**** ****

AVSTEN BUR-BYRTEN	TEST/REFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	91TE 91F	VEHICLE BITE PRI VENDOR MAME DATE DIF TIME BIF OTH VENDOR PART NO	9
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	BLY-DD-E4-4406 ABOOLUTE PRESSURE TRANSDUCER	7 A.R	********	FACTORY	YES BOURNS NO BOG7375705	•
FAILURE WOOF-STRUCTURAL. C ERROR 18 PLUS OR MINUS 1 RMAL WALLS OF THE TRANSOL OF FUSION BETWEEN THE MEL	FAILURE WODY-STRUCTURAL. AN EXCESSIVE STATIC ERROR SAND OF "4.08 PERCENT WAS RECORDED. MHEREAS! THE ALLOMABLE STATI C EARDR 18 PLUS OF MINUS 1.0 PERCENT, THE FAILURE WAS CAUSED BY A ONE MAY LEAR BETWEEN THE BOURDON TUBE AND TH RMAL WALLS OF THE TRANSDUCER. A LEAR PATH WAS FOUND AT ONE END OF THE SOURDON TUBE, THE LEAR PATH RESULTED FROM LACK OF FUSION BETWEEN THE WELD MATERIAL AND THE BOURDON TUBE WALL.	4.05 PERCENT MAS R. BY A ONE MAY LEAR . AD OF THE BOUNDON T.	RCORDED. WH BETWEEN THE UBE: THE LE	EREAD: THE BOUNDS AR PATH R	E ALLOWBLE STATURE AND THE SM COUTED FROM LA	- 4 4
CORRECTIVE ACTION-VCAR TE BDB PS1 (OR PROOF PRESSURE	CORRECTIVE ACTION-VCAR TRIG-65 FROM THE VENDOR STATES LEAK CHECK METHOD CHANGED TO REGUIRE MELIUM LEAK CHECK WITH S OD PSE LOR PROOF PRESSURE: AFTER JOINTS HAVE BEEN STRESSES BY TUBE CYCLING.	HECK METHOD CHANGE. IY TUBE CYCLING.	D TO REBUIR	MC110M	LEAK CHECK WITH	_ 1
INSTRUCENTATION-A/B BLV-88-24-4880-F FELENCIAV SET AND TRANSDUC DETECTOR CAPACITOR ERS	BLY-89-24-4880-F DETECTOR CAPACITOR	FAN 66-11116-1	41204	FACTORY	VE B NO	0 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
FAILURE MODE-CUT OF TOLER E CAURED BY MISH VOLTABE A	FAILURE MOCE-CUT OF TOLERANCE, CUTPUT VOLTAGE MAB 1.808 VDC MMEN 3.850 PLUS OR MINUB 0.050 VDC MAS EXPECTED. FAILUR E causey by migh voltage across capacitor c-e causing the tamtalum blus to breakdowm and leak.	WHEN 5.250 PLUS OR STALUM SLUS TO BREAT	PLUS OR MINUS 0.050 VD: TO BREAKDOWN AND LEAK.	D VDC WAS Eak.	EXPECTED. PAIL	8
CORRECTIVE ACTION-ECP APP STEMS.	CORRECTIVE ACTION-ECP APPROVED WHICH REPLACES EXISTING ELECTRONIC PARTS WITH SPECIAL GUALITY PARTS IN ELECTRONIC SY Tems.	ROWIC PARTS WITH BA	PECIAL BUAL	ITV PARTS	IN ELECTRONIC	>
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUK ERS	604-8KF64-038 B18COHMECT- 8TA61M6	PLISAT	411804	PALCE-4 V	76.8 00	* * * * * * * * * * * * * * * * * * *
FAILURE MODE-PRENATURE OF	URE OPERATION. THE INSTRUMENTATION STASING DISCOMMECT PRENATURELY SEPARATED AT MINUS 1.1 SECONDS	M DISCOMMENT PREMA	TURELY BEPA	RATED AT	MINUS 1.1 SECON	•
WENICLE EFFECT-MONE.	fion stors parkatuarity, loss of the associated measumements, him, of thest went lambling,	IATED MEASUREMENTS		i i		
COMMECTIVE ACTION-FOUR PR	OUR PROCEDURES CONCERNED WITH CHECKOUT OF THE PROPER MATIMS OF THE PLUS WERE MODIFIED TO INCLUDE PLUS BODY INSTEAD OF ONLY THE LANYARD.	THE PROPER HATING	OF THE PLU	. WERE #0	01F1E0 TO INCLU	
IMBTRUMENTATION-A/B BLV-99-24-4936- TELENGTRY BET ANG TRANSQUE AMPLIFIER DIODE ERB	ALV-90-24-4916-F	FAR 88-01180-8	41203	PACTORY	YES MAYSERY MO 128-18	

CONVAIR () 10M

*** *** ***

COMEAN C STOM

		BITTHOST THE BRAINS - INCHESTATION BY BITTHANKS OF THE	MENTATION STOTEX-AL	RECENT				
	SYSTEM BUB-STSTED	TESTAGEORT NUMBER FALLED COMPONENT NAME	BIF DATA BOUNCE PART NUMBER	VEHICLE BITE DATE GIF TIME DIF	617E P	PRI VENDOR HANE OTH VENDOR PART NO	¥ .	
	THEIR RESPECTIVE CIRCUIT CHANNEL A OSCILLATOR, THE FB TOSETHER WITH A SOLID B	BOARS LANDS. THIS ALSO CAUSED SHORTED BIODE CAUSED THE PAILY TUES WIRE.	SMORTING OF BIODE VR-S U	USED TO CONTROL THE OSCILLATOR	NTROL BIAN	BIAS VOLTASE FOR) MENE ELECTRICALLY		
	CORRECTIVE ACTION-REQUESTED DESIGN GROUP TAKE ACT O THE SPECIFICATION CONTROL DRAWING BY HAVING THE I AN INPROVEMENT IN AND TO REVIEW DRIFT-TEST PROCESS RECURRENCE OF FAILURES DUE TO IMPROPER SOLDERING.	CORRECTIVE ACTION-REGUESTED DESIGN GROUP TAKE ACTION TO ASSURE DIFFERENTIAL AMPLIFIERS ARE HANUFACTURED COMPLTING T The specification comtrol draving by having the Buss wire removed from all differential amplifiers, and to request An improvement in and to review drift-test procedures, also reguested amplifier namufacturer take action to prevent Recurrence of Failures bus to improfer soldering.	RE DIFFERENTIAL AMP Enoved from all dif Reducated amplifier	LIFIERD A FERENTIAL HANUFACT	RE MANUFAC AMPLIFIEM URER TAKE	TURED COMPLYINGS, AND TO REGI ACTION TO PRE	* * * * * * * * * * * * * * * * * * *	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUS ERS	814-48-84-4841-F TRANSOUCER	FAR 69-01003-39	71-10 641803	PACTORY	YES SOURNS NO EDDTSTSTOT	:	8.038
	FAILURE WOOE-OUT OF TOLERANCE HAN EMPECTED DURING ENG-TO-END ESE TRANSOUCERS WENE MEJECTED.	. THO TRANSDUCERS FOR CHECKS, FAILURE MERE	MEABUREMENT HISOP AND HIP EXHIBITED MIGHER RESISTANCE READINGS T Mot compirmed. It has concluded the test set was mishead whem th		IGHER RESI EST SET WA	MIGNER REBIOTANCE READINGS T Teot bet was midhead when th	- <u> </u>	
	CORRECTIVE ACTION-FAILUME RANSDUCERS.	FAILURES HOT COMFIRMED. RECOMMENDED APPROPRIATE PERSONMEL VERIFY TEST EBUIPMENT AND RECHECK THE	HATE PERSONNEL VER	1FV 1CBT	COULPHENT	AND RECHECK TO	.	
	INSTRUCENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	SLV-88-24-4818-F Pressur Tramboucer	FAR 66-01001-13	641203	FACTORY	YES BOURNS NO EDD4206304	\$	708180
	FAILURE MODE-LEAK, ENTERNAL THE TR OR MINUS 3.0 PERCENT, THE ERROR MA CAL COMMECTOR BOLDER JOINT MESS FRE	AMBOUCER EXHIBITED 8 DUE TO A LOBB OF	A NIMUB 1.33 PERCENT STATIC ERROR. THE ALLOWABLE ERROR 18 PLUB Referênce pressure in the case caused by a leak at the electri	C ERROR.	THE ALLOWA	BLE ERROR 18 F AK AT THE ELEC	3 #	
	CORRECTIVE ACTION-VENDOR PE OF DISCREPANCY,	VEHDOR PERBOWNEL WERE NOTIFIED OF THEIR DEFICIENT WORRMANSHIP AND INSTRUCTED TO ELININATE THIS TY	FICIENT MORKHANSHIP	AND 1848.T	DCTED 10	ELIMIMATE TMIA	=	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	LV-99-24-4494 Pressure Transoucer	7.58 87-05848-7	64120E FACTORY		NO COLVIN NO 401-A-10-75		***************************************
.1	: 3	URAL. TRAMSOUCER HAD A 36 PERCENT POSITIVE STATIC ERROR. HISTORICALLY, POSITIVE STATIC ERRORS IN Soucers are caused by overpressurization, resulting in Stretched Bellows.	CRECLIME IN STRICT	TORICALLY CHED BELL	. FOBITIVE 248.	STATIC ERRORI	<u>.</u>	
	CORRECTIVE ACTION-NOME.						•	

CONVAIR B. ... ON

DIFFICULTIES REVIEW-INSTRUMENTATION STRIKTAIRSORME

8787EN 808-878N	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	PRIOTH	PRE VENDOR MANE OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	LV-00-E4-4605 PRESSURE TRANSDUCER	FAN B7-01848-7	641808	FACTORY	22	BOURNS 42011-0-150-78 8	
FAILURE MODE-STRUCTURAL. RIBUTED TO SEVERE OVER PPE 6. PUBHIMS THE BELLOWS LIM MREE-SUARTER POINT.	FAILURE WOE-STRUCTURAL, OUTPUT VOLTASE WAS 7.8 VOLTS DE AF ALL INPUT PRESSURES FROM D TO 10D PSIA, FAILURE WAS ATT ISUTED TO SEVERE OVER PPESSURIZATION, RESULTING IN STRETCHING THE BELLOWS, PUSHING THE BELLOWS STOP FROM THE MOUSEM ', PUNNING THE BELLOWS LINKAGE BALL PROM THE MIPER ARM SOCKET, AND JAMMING THE WIPER ARM AT THE RESISTANCE MANDREL T MEE-SUARTER POINT,	f all Imput PRESSURE ING THE BELLOMS, PUS ET, AND JAMMING THE	PROH D HING THE I	TO SOD PE BELLOWS S AT THE R	1A. FAI FOF FRO FBI OT AN	FAILURE MAS ATT FROM THE HOUSEM STANCE MANDREL T	
CORRECTIVE ACTION-NOME.							
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	60A-FFE4-049/A1-408-00-810 TLM CANISTER	7,104T	#100 #41#01	WTR-A1	\$ Q		•
FAILURE MODE-OUT OF EXPEC SSIVE MOISE GOPCT AND 100	EXPECTED TEST VALUE, DATA PROM TELFPAK NO. 1 MAS NO18Y, CHANNELS A AND C ESPECIALLY SHONED E: 1 168 opc: drop (2)18) between 18 to 58 seconds and during last 76 seconds of sustainer phase.	DATA PROM TELFPAK NO. 1 MAS MOISY, CHANNELS A AND C ESPECIALLY SHOWED EXCE Between 18 to 88 seconds and During Last 7D seconds of sustainer Phase.	ANNELS A /	AND C ESP CONDS OF	ECIALLY	SHOWED EXCE EN PHASE.	,
SYSTEM EFFECT-ERRATIC OPE VEMICLE EFFECT-MOME.	C OPERATION. LOGS OF TELEMETRY DATA OCCURRED DURING THE MONE SEVERE DROPOUTS.	CURRED DURING THE MO	HE BEVERE	DROPOUTS			
CORRECTIVE ACTION-HOME.							
INSTRUMENTATION-A/B CAPANIE-089/PG-LG-01-1 Telemetry bet and transduc transducer - Telemetry ers	CAFSANIE-089/PG-LG-01-DAC4 TRAMBDUCER - TELEMETRY	CCUNTDOWN ET-01EST-005	1460	£78-344 -18000	YES BOURNS	*	•
FAILURE MODE-ERRATIC CHERATION, ADBIP CAUSED INTERNAL TRANSDUCER DANAGE AND	OPERATION. ADBIP FUEL TANK HEAD TRANSDUCER PRESSURE COMMECTIONS MERE REVERSED WHICH COULD HAVE BULCER DANAGE AND POSSIBLE PROPELLANT UTILITATION FUEL MANOMETER CONTAMINATION.	DUCER PRESSURE COMME UTILIZATION FUEL NAME	CTIONS ME	RE REVERS	2 ¥	A COULD HAVE	
SVATEN EFFECT-MONE.	To the community of the	The second secon		TOTAL CO.	Statement Control of the Control of	Constant Control of the Control of t	The second secon
¥ 4	TRANSDUCER ULLAGE SEMSIMS LIME MAS DISCONNECTED AND THE LIME AND TRANSDUCER WERE CAPPED DURIN THE YEST THE TRANSDUCER MAS REPLACED.	SECONNECTED AND THE	11ME AND 1	FRANSDUCE	7	CAPPED DURIN	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSPOC ERS	SLV-88-E4-4802-F PRESSURE TRANSDUCER	FAR 60-01003-30	41114	FACTORY	VES BOURNS	***	.
FAILURE MODE-OUT OF TOLER	TOLERANCE, AN EXCESSIVE STATIC ERROR OF 1.45 PERCENT WAS REPORTED.	F 1.45 PERCENT WAS R	rouse.				
					•		مرودة كالأدر

CONVERS BY MESON

**** **** ***

DIFFICULTIES BEVIEW-INSTRUMENTATION STREETS AIRPORNE

		•		0	•	
VENDOR NAME VENDOR PART NO		F1726-0-18-788	######################################	6411ES FACTORY YEB TRANSONICS NO DURING TRANSDUCER RINGOUT CONTINUITY CHECK. REMOVAL BY PRYIMS UNDER THE EDSES WITH A PR	WES LEWIS MO SESSES ESISTIVE CLEMENT H SUENCES OF HISHAND	OLT BE MEREAD
TIME BIF OTH		FACTORY YES	TON OF THE	FACTORY YES TO THE	FACTORY YES HOUSERS RESI	FACTORY VES
VEHICLE DATE DIF		1	INTERPRETATION CONT	P TRANSDUCER	7109 F 841184 D. THE TRAMS	MAE WAR A MI
BIF BATA BOUNCE FART NUMBER		PAR 7-61788-9	: ERROR MAS BUE TO THE INTERPRETATION OF THE SPECIFICATION . INS. HOTE 3.4 ON SPECIFICATION CONTROL DRAWING 7-01738. THIS 188.	FAR E7-91867-8 RCUIT COMDITION TH SIDES DUE TO	FAR P-01884-ES CIRCUIT MAS DISCOVERES	FAR 80-11150-1 1LED WIEN OUTPUT VOLTI
TEAT/REPORT HUMBER FAILED CONFORBIT MANE	THE FAILURE WAS NOT COMPISHED.	SLV-SD-E4-4517-F PRESSURE TRANSDUCER	FAILURE MODE-GUT OF TOLERANCE THE APPARENT EXCESS STATIC ERROR MAS BUE TO THE BNTERPRETATION OF THE SPECIFICATION C MIRCL BRAMING. Corrective action-the error band has clarified by revising mote 3.4 om specification control draming 7-bitss. This has accomplished by draving change-C, released July 7, 1988.	LEMETRY ACT AND TRANSDUC TEMPERATURE TRANSDUCER 87-81887-8 5 5 6 641125 FA FAILURE MODE-STRUCTURAL, TRANSDUCER INDICATED AM OPEN CIRCUIT CONDITION DURING TRANSDUCER INVESTIGATION REVEALED THE WIRE COIL WAS FRACTURED ON BOTH SIDES DUE TO REMOVAL BY PRYING BING TOOL PRIOR TO REINSTALLATION. CORRE-TIVE ACTION-INFROVED MANDLING METHODS RECOMMENDED.	STRUMENTATION-A/B FAR-BLW-AB-E4-4871-F FAR 7109 FACTORY YES LEWIS LEMETRY BET AND YRANBOUC TEMPERATURE TRANSOUCER 7-01884-E3 841184 NO BERSTOS FAILURE MODE-STRUCTURAL. DURING FINAL CHECKOUT, AN OPEN CIRCUIT WAS DISCOVERED. THE TRANSOUCERS RESISTIVE ELEMENT ND BEEN PUNCTURED AS THE RESULT OF HISHANDLING. CORRECTIVE ACTION-THE FAILURE WAS CONTINUED, PERSONNEL MERE INFORMED OF THE PROBLEM AND THE CONSESUENCES OF MISHAND ING.	METRUMENTATION-A/B BLV-89-24-4014-F FAR 6411E3 FACTORY VES ELEMETAT SET AND TRAMSOUC DETECTOR AS FALLINE MODE-OUT OF SPECIFICATION. PRESUREY DETECTOR FAILED WHEN OUTPUT VOLTAGE WAS A NINUS B.137 VOLT BC WHENEAS 8.885 PLUS OR NINUS B.85 VOLT BC WAS SPECIFIED. FAILER WAS CONFIRMED. HOMEVER: THE CAUSE WAS MOT DETERNINED.
SVSTEM SUG-SYSTEM	CORRECTIVE ACTION-NOME, 1		FAILURE MODE-OUT OF TOLES ONTROL BRAIMS. CORRECTIVE ACTION-THE ERR MAS ACCOMPLISHED BY DRAIM	INSTRUMENTATION-4/B TELEMETRY SET AND TRANSDUCERS FAILURE HODE-STRUCTURAL, INVESTIGATION REVEALED TY CRIMS TOOL PRIOR TO REINST CORRETIVE ACTION-IMPROVE	INSTRUMENTATION-A/B FELENCTRY SET AND TRANSOUCERS FAILURE MODE-STRUCTURAL. AD BEEN PUNCTURED AS THE R CORRECTIVE ACTION-THE FAI	TELEMETAT SET AND TRAMSOUC EAS PAILUME MODE-OUT OF SPECI

PASE 5084

ENERAL B 11CB

.

CONVAST BL. . & LON

DISCOURT THE BUTCH THE BIRTH THE BIRTH THE BUTCH THE BUT	ALE BLEE COMME	S TO SERVICE S	21.0	1	VENDOR MANÉ	
FAILED COMPONENT NAME		0476 817	=	ota	-	
BLY-88-84-4844 BIFFERENTIAL PRESSURE TRANSBUERS	FAR 87-61838-88		*467087	28	TES ULANCO	10000
SPECIFICATION, STATIC ERROR BAND MAS-1.42 PERCENT, FAILURE MAS CO'VIRNED BUT THE CAUSE OF FAILU	48 PERCENT, PAILUNE	W 60	134E0 BUT	Ĭ	CAUSE OF FAILU	
SLV-AS-24-4881-F TLM CAMISTER-CRYSTAL RECTIFIER	FAR 69-11100-818	•1111•	FACTORY	ž 3		•
TOLERANCE, MEASURENEMIS ESIV: ESSY, ESS, AND EGGY INCICATED SO PERCENT IBW WHEN S1.5 PERCENT IS Ne caused by catotal rectifier (P/N 60-11127-3) cutput being high, cause for high cutput not fou	, AND EGGY INCICATE 1127-3) CUTPUT BEIN	D 58 PERC	THT 18W M	3	S.S PERCENT IS OUTFUT NOT FOU	
CORRECTIVE ACTION-MOME, EXACT CAUSE OF FAILURE COULD NOT BE DETERMINED.	DETERMINED.					
INSTRUMENTATION-A/B BLY-99-E4-4899-F Yelemetry bet and Transduc Pressure Transducer ers	FAR 68-61003-18	•1111	FACTORY	2 9	BOURNS POSSOSSOS	•
IL LEAK, AM EKCESSIVE STATIC ERROR OF "- ISURE, THE LOCATION OF THE LEAK COULD IN	-1.43 PERCENT WAS REPORTED. THIS WAS DUE TO A SMALL LOSS O NOT BE POUND.	ORTED. TH	MG 849 81	5	A BMALL LOSS O	

from alter-power Transmitter-power	C14-914	•	3/ 9	5 9	WG BENDIK-PACIFIC	
SLT X-AXIS TEMPERATURE VIBRATION TEST AT VIBRATION SINE INPUT OF POWER DROPPED TO 8.0 WATTS CAUSED BY THE CAPACITORS BREAKING OFF LEYELS ENCOUNTERED DURING SLT TESTING.	ATION TEST AT VISRA CAUSED BY THE CAPAC LT TESTING.	TION BINE	INPUT OF		BDDCPB AND A TEMPE MOUNTINGS IN POWER	
					PA6E 0088	

SEMERAL BY-MMICS CONVAIR DIVIDIOR

3000 MOT 81	DIFFICULTIES REVIEW-INSTRUMENTATION STREW-AIRBORME	MENTATION SYSTEM'A	IRBORNE		•	1	
BVBTEN BUB-BVBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF BATA BOUNCE PART NUMBER	VEHICLE SI	817E PRI 71ME 81F OTH	FENDOR MANE WENDOR PART NO		
CORRECTIVE ACTION-BOME. B BISH CHAMMED CONTEMPLATED. OVEMENTE IN PUTURE PRODUCT	CORRECTIVE ACTION-WOME. BINCE FAILURE OCCURPED DURING BLT TESTING AT ENVIRONMENT LEVELS BETOND DESIGN LIMITS, NO DE BIGH CHAMMED CONTEMPLATED. DEPT 618-8 COMMUNICATED TEST RESULTS TO VENDOR FOR CONSIDERATION FOR POSSIBLE DESIGN IMPR OVENENTS IN FUTURE PRODUCTION, REP. CTCTH NO. 661-4-507.	STIME AT ENVIRONME.	IT LEVELS BEYG	NO DESI	DESIGN LINITS, NO DE POSSTELE DESIGN INFR		
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSOUCERS	INSTRUMENTATION-A/B CT-80-846-5218 TELEMETAY SET AND TRANSOUC BIPTERENTIAL PRESSURE TRANSOUCER ERS	7.AR 27-01818-81	1340 FACTORY 641116	ı	YES MIANCRO NO 84183-18	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
FAILURE WODE-ELECTRICAL OPEN, FAILURE B THE VOLTAGE GUTPUT OF THE TRANSDUCER	FAILURE MODE-ELECTRICAL OPEN. FAILURE OF THE Y-1 TRANSFORMER DUE TO AN OPEN WINDING BETMEEN TERMINALS S AND & CAUSE B THE VOLTAGE OUTPUT OF THE TRANSDUCER TO BE OUT OF SPEC AT ZERO PSID.	OUE TO AN OPEN WELL	DING BETHEEN	terni ma	A S AND & CAUSE		
CORRECTIVE ACTION-VENDOR D REGUEST MECESSARY PREVEN	CORRECTIVE ACTION-VENDOR SHOULD INVESTIGATE TO INSURE NO OTHER DEFECTIVE TRANSCRIMERS ARE INSTALLED IN LIKE LMITS AN Reguest Mecessary preventative action from Transformer Manufacturer.	ER DEFECTIVE TRAMBA FACTURER.	MMERB ARE 2148	TALLED	IN LIKE IMITS AN		
INSTRUMENTATION-A/B GSARITG.E TELEMETAT SET AND TRANSDUC TLM CAMISTER - TRANSMITTER ERS	GBARITG.R TLM CAMISTER - TRANSMITTER	UTP-8LT 68-11100-801	971119 60/0		04 110038 874	11000	
FAILURE MODE - OUT OF SPE TS. FAILURE DUE TO THREE C	OF SPECIFICATION - DURING V-AKIL TEMPERATURE - VIBRATION TEST OUTPUT RF POWER DROPPED TO G.D WAT THREE CAPACITORS BREAKING OFF WOUNTIMES IN TRANSMITTER POWER SUPPLY	ure - Vibration Tei I Transmitter Power	AUPPLY AP P	OMER DR	PPED TO D.D MAT		
CORRECTIVE ACTION - NOME, FAILURES O SEN CHANGES CONTEMPLATED, 6DC COMMUNI IN FUTURE PRODUCTION, REF. CTCH NO.	CORRECTIVE ACTION - MOME, FAILURES OCCURRED DURING BLT TESTING AT ENVIRONMENTAL LEVELS BEYOND DESIGN LIMITS. NO DES SEN CHANCES CONTEMPLATED. GDC COMMUNICATED TEST RESULTS TO VENDOR FOR CONSIDERATION FOR FOSSIBLE DESIGN INPROVENENTS IN FUTURE PRODUCTION. REF. CTCH NO. 661-4-005.	MG AT ENVIRONMENTAL MDGR FOR CONSIDERAL	LEVELS BEYON	D DESIGN	I LIMITS, NO DES ISN IMPROVENENTS		
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC ERB	FR65AE178.2 Transmitter, pomer supply	UTF-8LT 69-01002-3	2/09 211110		VES BENDIX-PACIFIC	•	
FAILURE MODE-STRUCTURAL. M AMSIENT TEMPERATURE BF OFF MOUNTINGS IN POMER BU	FAILURE MODE-STRUCTURAL. DURING BLT X-AXIS VISRATION - TEMPERATURE TEST AT VISRATION SINE, INPUT OF EDG CPS AND ROOM AMSIENT TEMPERATURE OF THREE CAPACITORS BREAKINS OF MOUNTINGS IN FOWER SUFPLY DUE TO EXTREME VIBRATION LEVELS ENCOUNTERED DURING BLT TESTING.	RATURE TEST AT VISI TO O.E WATTE. ABOVE B ENCOUNTERED DURIN	ATION BINE, I CAUSED BY TH 6 BLT TESTING	MPUT OF	EDG CPS AND ROOICITORS BREAKING		
CORRECTIVE ACTION-MOME, F MANAGE CONTEMBLATED, DEPT TO IN FUTURE PRODUCTION, R	CORRECTIVE ACTION-WOME. FAILURE OCCURRED DURING BLT TESTING AT ENVIRONMENT LEVELS BEYOND DESIGN LIMITS. NO DESIGN C AMEES CONTEMPLATED. DEPT 652-5 COMMUNICATED TEST RESULTS TO VENDOR FOR CONSIDERATION FOR POSSIBLE DESIGN INPROVENEN S IN FUTURE PRODUCTION. REF. CTCTM NO. 661-4-408.	AT ENVIRONMENT LEVE VENDOR FOR CONSIDER	LE BEYONG DES	SIBLE DI	DESIGN LIMITS. NO DESIGN C POSSIBLE DESIGN IMPROVEMEN		

CONVAIR BIVIBION

COMVA

AN A	PART NO	MO BENDIN	CTCLE GUIPUT BY FOMER DECREASED BELOW 7:0 WATTS B K-AKIS SINE VISRATION OUTPUT BY POMER DROPPED TO		VES APPLIED COMPON 888545 NO ENTS 1136	164 VDCMAB EXPECTED PEC WINDING 10-11 O RIG- UTED TO IMAGE		THE	THE ENTIRE TRANSDU		VE BOURNE	MY BYBYER TEBT. INCh
	OATE OIF TIME OIF	94111F 60/C	RF FOMER DECREASED IGNATION DUTPUT RF	EVELS BEYOND DESIG	edille FACTORY	G PLUS OR MINUS G. UND TO BE OUT OF S BOTH FALLUNES ATT	T PROCEDURE REVISE	641116 FACTORY	EPCKY ADMESTYE OF		6303 FACTORY 641316	IS DURING A TELEMEN
TRUMENTATION STATEM-ALI	DIF DATA POMER	277-517 60-11100-601	OR PROOF CTCLE DUFFIT	TIME AT ENVIRONMENTAL 1. INDOM FOR COMBIDGRATION	FAR 86-12540-605	MAS RECORDED WHEN 8-21 60C P/N 88-01133- 1 FO 8 UNIT FOUND REVERSED. EDUNES ALBO FOUND INADI	CEIVING INSPECTION TES	7 AR 69 - 69 - 69 - 69 - 69 - 69 - 69 - 69	POR AN ERRATIC GUTPUT. This is apparently the	PROM BISS 3 8-314 TO 6	7 A R 60 - 01 003 - 50	CIED FOR CUTPUT SPIKIN
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-SIRSORMS	TEST/REPORT NUMBER FAILED COMPONENT NAME	SSARITS.E NEDUC TLM CANISTER-TRANSMITTER	SPECIFICATION, DURING FOST ACCELERATION PROOF CTCLE OUTPUT RF FONER DECREASED BELON 7.0 MATTS I MATTS DURING B.S HOUR GERATING PERIOD, DURING K-AXIS BINE VISRATION OUTPUT RF FONER DROPPED TO FAILURES NOT DETERMINED.	CORRECTIVE ACTION-WOME, FAILURES OCCURRED DURING BLT WESTING AT ENVIRONMENTAL LEVELS BEYOND DESIGN LIMITS. NO DESIG H changes contemplated GDC CCHMINICATED TEST RESULTS TO VENDOM FOR CONSIDERATION FOR POSSIBLE DESIGN IMPROVEMENTS IN EXTURE PRODUCTION REF CTCM NO. 661-4-005.	A-88-24-48GG-F POWER BUPPLY-TRANSFORMER	FAILURE MODE-OUT OF SPECIFICATION, A READOUT OF 9.80 VDC MAS RECORDED WHEN 8.20 PLUS ON MINUS 5.564 VDCMAS EXPECTED. This failure mot confirmed, however, both transformens 4DC P/N 35-03133- 3 Found TO SE OUT OF SPEC MINDIMS 10-15 OF -4P UNIT FOUND INVERSED. SOTH FAILURES ATTRIS- UTED TO INADES. ATTRIS- UTED TO INADES. ATTRIS- UTED TO INADES.	CARRECTIVE ACTION-EXHAUTING STOCK FUNCED AND RETESTED. RECEIVING INSPECTION TEST PROCEDUME REVISED.	SLV-88-24-4923-F C PRESSURE TRANSDUCER	FAILURE MODE-CONTANIMATION. THE TRANSOUCER WAS REJECTED FOR AN ERRATIC GUTPUT. IT WAS FOUND THAT THE ENTIRE TRANSDU Er assengly has cluttered with plastic-like particles. This is apparently the epcky adheblye deteriorating in the s Licone oil.	-THE VENDOR CHANGED THE EPONY ADHEBIVE PROM BIG63 R-S14 TO GESSES.	SLV-AS-24-482E-F K PRESSURE TRANSOUCER	FAILURE MODE-ERRATICS OPERATION. THE TRANSDUCER MAS REJECTED FOR QUIPUT SPIRING BURING A TELEMETRY SPATER TEST. INEA
**** **** ***	STRIN SUB-STEN		FAILURE MODE-OUT OF BPECI PEC. MINIMUM TO 6.6 WATTS 8.E WATTS. CAUSE OF FAILUR	CORRECTIVE ACTION-NOME. F R CHAMES CONTEMPLATED 600	13 MS	FAILURE MODE-OUT OF SPEC , THIS FAILURE MOT CONFIR F - ST UNIT FOUND 1 TURN & UATE GUALITY CONTROL SY W	FINE ACTION - EXIGE	INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC ERS	FAILURE MODE-CONTABINAT CER ASSEMBLY MAS CLUTTER ILICOME OIL:	M COMMECTIVE ACTION-THE W	INSTRUMENTATION-A/B TELEMETAY BET AND TRANSOUC ERB	FAILURE MODE-ERRATIC OF

PAGE GOST

CONTAIN BIVISION

2001 Haf 81	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'A	Γ		t		-	
3727EN	TEST/REPORT NUMBER FALLED COMPONENT NAME	BIF DATA BOURCE PART HUNDER	VEHICLE DATE DIF	817E PR1		VENDOR HANG VENDOR PART NO		
1 1	ME FAILURE MAS NOT COMPIRMED. WHIS TRAMBBUCER WILL BE REPLACED WITH A MEW OME	SUCER WILL BE REPLA	EB WITH A	7 N	ę, S	(ECP 7671-P-CB).	:	44
HATRUMENTATION-A/B ELEMETRY SET AND TRANSDUC RB	8L V-89-24-4674 TRANSDUCER	PAR 68-01908-3	•	FACTORY	2 9	8641-0103	***	
FAILURE MODE-OUT OF TOLER INADEBUATE LUBRICATION OM	TOLERANCE. THE STARTING FORCE WAS MORE THAN THE REGUIRED 12 INCH ORNCES. FAILURE WAS CAUSED BY On on the o-rimes.	THAM THE REQUIRED 11	INCH OW	CES. FAI	9	AB CAUSED BY		
CORRECTIVE ACTION-ALL TRA	TRANSDUCERS WILL BE LUBALCATED WITH A 66 PERCENT DCS10 4 PERCENT MOLY-DI-SULFIDE MIXTUME ON	94 PERCENT DC810 4	PERCENT	OLY-01-8		I NIXTURE ON T		
INSTRUMENTATION-A/B FLEWEYAY SET AND TRANSOUC CRS	LV-88-84-4926-F PRESSURE TRANSOUCER	7-01731-6	•	FACTORY	1 9	MO BOURNS	h 6 8	
FAILURE MODE-STRUCTURAL, THE US OR MINUS D.75 PERCENT, FAI OURDON TUBE NAD SEEM MOUNTED.	THE TRANSO FAILUME WA	ATIC ERROR BAND OF THE BOUNDON TUBES		TROM RE		A ATTER THE		
CORRECTIVE ACTION-VENDOR BUITABLE HEAT BHIELD MUST	PERSONNEL MERE MOTIFIED THAT MAIN EVER MELDING IS DONE MITH THE BOURDON TUBE INSTALLED. Be uses.	EVER MELDING IS DON	# F F	Norwood .		INSTALLED: A		
INSTRUMENTATION-A/S TELEMETAY SET AND TRANSDUC ERS	FAR LV-88-84-4480-F PRESSURE TRANSOUCER/O TO 3509 PBIA 7-D1731-9	7 A B S 7 B S - B	::	FACTORY	ž č	YES BOURNS		
FAILURE MODE-CONTANIMATION B DC (1750 TO 8450 PBIA).	FAILURE MODE-COMTAMINATION. THE TRANSDUCER EXHIBITED AN ERRATIC OUTPUT AND WOULD NOT STABILIZE BETWEEN S AND T VOLT 1 DC (1758 TO 8450 PSIA). THIS WAS CAUSED BY A DEPOSIT ON THE RESISTIVE ELEMENT AND BY LOW CONTACT FORCE OF THE WIPE 18.	ATIC OUTPUT AND WOU C RESISTIVE ELEMENT	LB MOT 81,	M CONTAC	E POR	AND WOULD NOT STABILIZE SETWEEN S AND 7 VOLT ELEMENT AND BY LOW CONTACT FORCE OF THE WIPE	,	
CORRECTIVE ACTION-MIPER .	CORRECTIVE ACTION-WIPER ARM TENSION SPECIFICATION WAS INCREADED AND THE ELEMENT CLEANING PROCESS WAS CHANSED BY THE VENDOR,	ABED AND THE ELEMEN	T CLEANIW	PROCES	*	CHANGED BY THE		
						PACE COSO	7	

SEMERAL OFMANICA CONVAIR BEYERSON

****	DIFFICULTIES AEVIEW-INSTRUMENTATION STRUMINSCHE	PACHTATION BYOTEN'A	INBORNE			
8787EN 848-8787EN	TESTZEFORY NUMBER PAILED COMPRESSE MARKET VILL	BIF BATA BOMECE ' PART HÖMÜER	VENICLE B	TIME BIF OTH	PGS YENDOR NAME OTH VEHDOR PART NO	
INSTRUMENTATION-A/S TELEMETAT DET AND TRANSDUC BA	FRRT-SOAS BANG PASS FILTER WATT	WP-PK1 7-01758-7	2/00 111199		TES APPLIED CONFON MO ENTS INC ACISCIS-F	***
FAILURE MODE-ELECTRICAL OFEN. PINS A AND C. CAUSED BY YEMBOR ASE GROUND EXISTING.	DURING INITER, RATISFACTO LEAVING PIN C OPEN, VE.	NY PERPORMANCE TEST OF PET, THERE WAS NO CONTINUITY SETUEEM : Mannéacture filter with a nommetal case resulting in NO C	PET, THERE WA! ETH A MOMMETAL	9 9	TERUTT BETWEEN	
CORRECTIVE ACTION-APPLIED CONPLIANCE WITH DRAWING T-DII	CORRECTIVE ACTION-APPLIED COMPONENTS INC. MAS IMPORNÉS OF THE CONDITION AND CONSESUENTLY JUNFERED FINS A IND C IN O OMPLIANCE WITH DRAWING 7-DITSD FOR UUSSESUENT PRODUCTION. RÉP. PPR F-SDEG-CT: LTCTH APPENDIX A PAGE S TO PET REPORT SAR 87-3046.	THE COMDITION AND CONSESUENTLY JUNNERED PINS A AND C IN C REP. PPR F-SORD-CT: LTCIN APPENDIX A PASE S TO PET REPORT	NSEBUENTLY JUN TCTN APPENDIX	A PASE	INS A AND C IN C S TO PET REPORT	
IMSTRIMENTATION-A/B SL TELEMETRY SET AND TRANSDUC DI ERS	SLV-DD-24-4D13 Differential Preddire Tramoducer	FAN 87-01888-49	641112 FACTORY	1	YED MIANCO MO 84183-9	***************************************
FAILURE MODE-CONTAMINATION. A PIBER IN THE ARMATURE PATH	FAILURE MODE-CONTAMINATION. BTATIC ERROR BAND MAS "2.64, MAXIMUN ALLOMABLE IS S PERCENT. THE FAILURE MAS CAUSED BY A PISCR IN THE ARMATURE PATH MHICH INFEDED ITS MOVEMENT.	IINUM ALLOMABLE 18	PERCENT. TH	FAILU	IE MAS CAUSED BY	
CORRECTIVE ACTION-TO INSURE	CORRECTIVE ACTION-TO INSURE PARTICLES THAT ARE NOT LEFT IN THE TRAMSDUCER. A TRIPLE FLUSH WAS INCORPORATED AUGUST S 1964 IN THE MANNEACTURING PROCEDUME.	NE TRAMSOUCER, A TI	MIPLE FLUBH W	.a 1mcol	PORATED AUGUST S	
1/18 TRUMENTATION-A/B TELEMETAY SET AND TRANSDUC BA	LV-80-E4-465T-F BAND PAD& FILTER	FAR 87-01885-1	SALLES PACTORY	l	YES APPLIED COMPONING ENTS	•
FAILURE MODE-OUT OF SPECIFI	FAILURE MODE-OUT OF BPECIFICATION. OUTPUT AT 1828 CP6 MAS B.188 VOLT RMS, WHEREAS RESUIRED OUTPUT IS B.876 TO B.115 Volt rms. Ti.15 mas apparently lue to incorrect adjustment. M/A 27-12287 Filter assembly.	.180 VOLT RMS, WAERL VA 87-18267 FILTER	LAS REGULACO (ASSEMBLY.	13 1	8 6.076 70 6.118	
CORRECTIVE ACTION-THE REPOR	CORRECTIVE ACTION-THE REPORTED FAILURE MAS HOT COMFIRMED. IT WAS RECOMMENDED THAT FACTORY PERBORNEL BE CAUTIONED TO Use the peax response when adjusting these pilters.	WAS RECOMMENDED TO	IAT PACTORY PI	A BORNE	BE CAUTIONED TO	
IMPTRUMENTATION-A/B BL TELEMETHY SET AND TRANSDUC PR ERB	PRESSURE TRANSCUCER	FAR 69-01008-81	641111 BTAND.	4	YES BOURNS	
FAILURE MODE-CONTAMINATION. BY EPORY PARTICLES ON THE SILI	FAILURE MODE-CONTANINATION. THE TRANSDUCER, WAS REJECTED SECAUSE OF AN EXCESSIVE STATIC ERRCR BAND. THIS WAS CAUSED By epont particles on the sall searings of the Bourdom Tube Mount, these were apparently due to deterioration of th Epont admessive in the silicome oil.	. WAS REJECTED BECAUSE OF AN EXCESSIVE STATIC ERACH BAND. THIS WAS CAUSED THE BOUNDOM TUBE MOUNT, THESE WERE APPARENTLY DUE TO DETERIORATION OF TH	IE STATIC ERRO IPPARENTLY DUS	10 P.	THIS MAS CAUSED ERIORATION OF TH	

SEMERAL , HICS CONVAIR DIVIBION

							et y				
		•	***************************************			***************************************		******	4		
	PRI VENDOR NAME OTH VENDOR PART NO		IT IBW (116.6 V	AN INCORRECT CRYST	,	A LEAKING CAP		YES WIANCO MO S4103-15	CRIFT.	APPLIED COMPON ENT& ACISO30-1	TO CASE HEADER
			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	2		3 S 3		5 9	CRENT	្នំ ទ	1640
	317E 71ME DIF		17ED 86 P	Australia av		FACTORT 118 MAS D		FACTORY	THE MAKE HE AM EMA	FACTCAY	GNOONS
RBORNE	VEHICLE DATE DIF		441110 A) 1401C	ANCY MAS		641110 11.17ED. TI	PARTS.	641110	PEENS TO	641530	CERCUIT OF
RUNENTATION SYSTEM'AL	BIF BATA SOURCE PART HUMBER	ON B1668 R-814 TO 6E	S COMPASITE-PACTORY (400 CYCLE A-C PHASE MANYS ESSY AND	XPECTED. THE DISCREP.		PAR 68-11118-1 MD COULD NOT BE STAB	OLTAGE (10 VOLTB). HHENOVED ELECTRONIC	FAR 27-01352-55	PERCENT, WHEREAS I PE POT BE FOUND, THERE	7AR 87-01895-1	T AN ENTERNAL SHORT
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-ARBORNE	PRILE CONFONENT NAME	VENDOR CHANGED THE EPOXY ADMESTVE PROM-B1868 R-314 TO GESSES.	60/AA6UG3-691-38/PC-CG-85-40/S-861 COMPOSITE-FACTORY 641110 YES DOUC TLM CAMISTER-CRYSTAL RECTIFICR MO CLERANCE- TELEMETRY NEASUMEMENT ESSY (400 CYCLE A-C PHASE A) INDICATED SO PERCENT IBM (116.5 Y INDICATED SO PERCENT IBM (116.5 Y	DALSO INDICATED VOLTAGE NIGHER THAN EXPECTED. THE DISCREPANCY WAS CAUSED BY ION WITHIN THE TELEPAK. ION TOO HIGH. BITE RE-SCHEDULED. SYSTERS LEVEL AND POST-COMPOSITE TESTING RESUINED.	TELEPAK WAB REWOVED AND REPLACED.	LV-28-E4-4653-F FAR 641118 FACTORY VES DUC DETECTOR-CAFACITY* 68-11118-1 OPERATICH-OUTPUT VOLTAGE FLUCTUATED AND COULD NOT BE STABILIZED. THIS MAS DUE TO A LEAKING CAP	TENTLY FAILED DUE TO EXCESSIVE IMPUT VOLTAGE (10 VOLTS).	SLV-99-24-4809 Differential Pressure Transducer	TOLERANCE, STATIC ERROR MAS PLUS 3.74 PERCENT, MEREAS 2 PERCENT 18 THE MAXIMUM ALLOMABLE. THE , MONEVER. THE CAUSE OF FAILURE COULD FOT BE FOUND. THERE SEEMS TO BE AN INHERENT CRIFT. MAKE.	84HDPA48 F1LTER	AL SHORT, MO OUTFUT. FAILURE CAUSED BY AN INTERNAL SHORT CIRCUIT OF SROUND LEAD TO CASE MEADER.
**************************************	8-8-8-8-8	CORRECTIVE ACTION-THE VEH	INSTRUMENTATION-A/B TELEMETAT SET AND FRANSDUC ERS FAILURE MODE-OUT OF TOLER ACT LAND ALL R PERCENT IND		CORRECTIVE ACTION-YME TEL	INSTRUMENTATION-A/B LV-88-24-4653-F TELEMETRY WET AMD TRANSDUC DETECTOR-CAPACITY* ENB FAILURE MODE-ERRATIC OPERATICH-OUTFUT VOLTAN	ACITOR (C-2). IT APPARENTL. CORRIIVE ACTION-ECP 343	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	FAILURE A CONTINED. HOM FAILURE A CONTINED. HOM CORRECTIVE ACTION-MONE.	INSTRUMENTATION-A/S TELEMETAY SEY AND TRANSDUC ERS	PAILURE MODE-ELECTRICAL B

SENERAL DYNAHICS CONVAIR DIVISION

11 104 1066

DIFFICULTIES REVIEW-INSTRUMENTATION STREN'ALRBORNE

8787EN 808-8787EN	TESTARFORT NUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE SITE PRI '	VENDOR NAME	
•					984107
CORRECTIVE ACTION-LEAD-CAS	CORRECTIVE ACTION-LEAD-CASE CONTINUITY TEST BEING PERFORMED AT VENDOR FACILITY TO EMBURE LEADS ARE NOT SHORTED SE.	AT VENDOR FACILITY	TO EMBURE LEADS ARE NOT	SHORTED TO C	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC D ERS	INSTRUMENTATION-A/B BLY-99-24-48 TELEMETRY SET AND TRANSDUC DIFFERENTIAL PRESSURE TRANSDUCER ERS	FAR 87-01538-49	641110 FACTORY YES MI	#1ANCO \$4103-9	99339
FAILURE MODE-STRUCTURAL, 8 LURE MAS ATTRIBUTED TO A CR	FAILUME WOOE-STRUCTURAL, STATIC ERROR WAS FOUND TO SE 4.39 PERCENT, WHEREAS I PERCENT IS THE MAXIMUM ALLOMABLE, FAI Lure was attributed to a cracked ferrite pad, crack was caused by Mishandling of the Transducer,	PERCENT, WHEREAS 1 ED BY HIBHANDLING O	PERCENT IS THE MAXIMUM AL THE TRANSDUCER.	LLOWABLE. FAS	
CORRECTIVE ACTION-RAR BLV- ERS AT CONVAIR.	CORRECTIVE ACTIOM-RAR SLV-99-E4-8460 WAS WRITTEN; RECOMMENDING MEASURES SE TAKEN TO PREVENT MICHANDLING OF	ING MEASURES DE TAK	EN TO PREVENT MICHANDLIM	F OF TRANSDUC	
IMSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC TERS	8LV-A9-20-3038-F TRANSQUCER	FAR 69-11560-15	SEGI FACTORY YES 60/C 641108 NO	2/6	88888
FAILURE MODE-ELECTRICAL OF R: BUT MAS MORMAL AT THE LO	FAILURE MODE-ELECTRICAL OPEN-TRANJJUCER OUTPUT WAS REPORTED INTERMITTENTLY OPEN AT THE HIGH END OF THE POTENTIONETE. R: BUT WAS MORMAL AT THE LOW END. THE REPORTED FAILURE OF THE TRANSDUCER ASSY WAS NOT CONFIRMED.	INTERHITTENTLY OPE E-TRANSDUCER ABSY W	N AT THE HIGH END OF THE NS NOT CONFIRMED.	POTENTIONETE	
CORRECTIVE ACTION-SINCE FAILURI	LILURE WAS NOT CONFIRMED NO FURTHER ACTION CAN BE TAKEN AT THIS TIME.	R ACTION CAN BE TAK	EN AT THIS TIME.		
INSTRUMENTATION-A/B LV-88-Z4-4801-F TELEMETRY SET AND TRANSDUC CALIBRATOR/RELAY ERS	LV-88-24-4801-F Calibrator/relay	FAR 27-12991-1	6411D6 FACTORY YES		893339
FAILURE MODE-ELECTRICAL SHORT. LURE DUE TO DEFECTIVE LATCHING.	IORT. CALIBRATOR PULSE WIDTH WAS 295 MILLISEC. WHEN 303 TO 600 MILLISEC. WAS EXPECTED. FAI IING RELAT THAT MOULD LATCH IN OHLY ONE POSITION CAUSED BY IMPROPERLY NOUNTED PERMANENT MA	S MILLISEC. WHEN S OME POSITION CAUS	10 TO 600 MILLISEC. WAS EXPECTED. FAI ED BY IMPROPERLY MOUNTED PERMANENT MA	EXPECTED. FAI PERMANENT NA	
CORRECTIVE ACTION-RELAY VENDOR	MOOR TO PERFORM ING PERCENT INSPECTION BOTH IN PROCESS AND FINAL.	TION BOTH IN PROCE	18 AND FINAL.		
• .					
				PAGE 0101	
					_

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

AVATEN AUB-AVATEN	TEST/REPORT HUNGER FAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE DATE DIF T	SITE PRET	THE VENDOR NAME NOT WENDOR PART NO	******************************
INSTRUMENTATION-A/B LY-88-24-4 TELEMETRY SET AND TRANSDUC CALIBRATOR ERS	LV-99-24-4682-F CALIBRATOR	FAR 27-12901-1	641106 F	PACTORY	7£8 NO	
FAILURE MODE-OUT OF TOLERANCE. VVER. REBUIREMENTS HAVE SEEN CH CORRECTIVE ACTION-MOME. COHOIT	FAILURE MODE-OUT OF TOLERANCE, CALIBRATOR OPERATED 36.5 SEC. WHEN 35 SEC. MAK. WAS EXPECTED. FAILURE CONFIRMED, HOM EVER, REQUIRENENTS MAVE SEEM CHAMGED TO ALLOW 4D SEC. MAX. OPERATING TIME. CORRECTIVE ACTION-WOME. COMDITION 18 ACCEPTABLE.	WHEN 35 SEC. MAK. Erating time.	WAS EXPECT	. FAILL	ME CONFIRMED, HOM	
IMSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	8LV-99-£4-4905-F DETECTOR-VIRING	FAR 69-1116-1	643304 F	FACTORY	76.8 80	693041
FAILURE MODE-OUT OF TOLERANCE. Z CONNECTIONS ON CIRCUIT BOARD CTORS OUTPUT JUNNED AND SECANE 6 MANDREL.	AILURE MODE-OUT OF TOLERANCE, OUTPUT WAS 2:50 VDC WHEN 3:0 PLUS OR MINUS 0.005 VDC 15 EXPECTED. FAILURE CAUSED BY CONNECTIONS ON CIRCUIT BOARD BEING RAISED THE DETE FOR SOUTPUT JUNNED AND BECAME NOISY, THIS CONDITION ATTRIBUTED TO INADEBUATE SOLDEN CONNECTIONS ON POTENTIONETER RMANDREL.	PLUS OR MINUS 0.00: ALIBRATION ATTEMPT ED TO IMADESUATE EK	NOC 18 EX WHILE TEMP ALDER COMME	MAS BELL OF	AILURE CAUSED BY: 16 RAISED THE DETE 1 POTENTIONETER R-	
CORRECTIVE ACTION-RESPONSIBLE GROUPS CAUTI REPLACED WITH IMPROVED 100K POTENTIONETER.	IBLE GROUPS CAUTIONED ABOUT FAILURE TO DETECT UNICLDERED CONNECTIONS. FAULTY POTENTIOMETER	TO DETECT UNSOLDER	IED CONNECT	IONS. FAL	ILIT POTENTIOMETER	
INSTRUMENTATION-A/B FAR-BLV-A9-24-4847-F TELEMETRY SET AND TRANSDUC TEMPERATURE TRANSDUCER ERS	FAR-BLV-A9-24-4847-F Temperature trahsducer	FAR 7-01664-23	7109 F 841104	FACTORY	YES LEWIS NO 568386	0 9 9 0 6 4
FAILURE MODE-STRUCTURAL. DURING In wires, the result of Mechanic	FAILURE MODE-STRUCTURAL. DUBING FINAL CHECKOUT, THE TRANSDUCER INDICATED AN OPEN CIRCUIT. EXAMINATION REVEALED BROK En mires, the result of Mechanical Breaking by Mishandling.	ER INDICATED AN OFF	IN CIRCUIT.	EXAH! MA!	TON REVEALED BROK	
CORRECTIVE ACTION-THE FAILURE CTIVE SHIELD TO ASSURE THAT IT	WAS CONFIRMED, 15 NOT REMOVED	IT WAS RECOMMENDED THAT TORQUE PAINT BE PLACED ON THE TRANSDUCER PROTE	INT BE PLAC	ED 084 THE	TRANSDUCER PROTE	
INSTRUMENTATION-A/B 69C-3658 TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	OSC-1652 PRESSURE TRANSDUCER	UTP-PRT 69-01004-89	641103 6	3/09	YES BOURNS NO EDDT371707	4
FAILURE MODE - OUT OF TOLERANCE. MAXIMUM OUT OF TOLERANCE READING. T. THE FAILURE IS MOT VALID DUE I SOM OF THE VIBRATION ESUIPHENT DL E LOW FRESUENCY SHOCK. B/N 408-14	FAILURE MODE - OUT OF TOLERANCE. DURING THE FINAL PROOF CYCLE THE UNIT WAS OUT OF TOLERANCE IN SEVERAL PLACES. THE MAXIMUM OUT OF TOLERANCE READING WAS 41.71 PERCENT AT 40 PERCENT THEORETICAL OUTPUT. THE ALLOWED ERROR 18 1.0 PERCENT T. THE FAILURE IS MOT VALID DUE TO EXCESSIVE EXFOSURE TO HIGH TEMPERATURE DURING THAT PART OF THE PET AND A MALFUNCT TOM OF THE VIBRATIOM EQUIPMENT DURING Z-AXIS VIBRATIOM, WHICH BUBJECTED THE UNIT TO POSSIBLE EXCESSIVE HIGH AMPLITUDE LOW FRESUEMCY SMOCK. S/M 408-1488. PET LOT E.	E THE UNIT WAS OUT THY THEORETICAL OUT TEMPERATURE DURING BUBLECTED THE UNIT	OF TOLERAN PUT. THE A THAT PART	LE IN SET OF THE I	FERAL PLACES. THE ROR 18 1.0 PERCEN FET AND A MALFUNCT SIVE HIGH AMPLITUD	
					PAGE G102	

.

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE DATE DIF	BITE TIME DIF	# E	VENDOR NAME	
CORRECTIVE ACTION - PET PROCEDURE 69A3658-1 WILL BE REVISED TO REGUIRE EXPOSURE TO S MINUTES MAXIMUM. ACTION WILL SE ACCOMPLISHED PRIOR TO PET		LIMITING OF 300 D LOT 3 TESTING.	ECREES F	HIGH	LIMITING OF 300 DEGREES F. HIGH TEMPERATURE LOT 3 TESTING.	• • • •
INSTRUMENTATION-A/B 69C-3632 TELENETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	C17-9ET 68-01003-18	641103	3/0 9	% ON	BOURNS 2007871707	0 11 0 0
FAILURE MODE - OUT OF TOLERANCE. DURING THE FINAL PROOF CYCLE THE UNIT WAS OUT OF TOLERANCE IN SEVERAL PLACES. THE MAXIMUM OUT OF TOLERANCE READING WAS 71.83 PERCENT AT TO PERCENT THEORETICAL OUTPUT. THE ALLOWED ERROR IS 1.0 PERCE) THE CAUSE OF THE DISCREPANCY WAS APPARENTLY THAT THE UNIT WAS NOT PROPERLY STABILIZED WHEN RECEIVED FROM THE VENION SIN 407-1434. PET LOT 1.	:. DURING THE FINAL PROOF CYCLE THE UNIT WAS OUT OF TOLERANCE IN SEVERAL PLACES. THE : WAS 71.85 PERCENT AT TO PERCENT THEORETICAL OUTPUT. THE ALLOWED ERROR 19 1.0 PERCENT WAS APPARENTLY THAT THE UNIT WAS NOT PROPERLY STABILIZED WHEN RECEIVED FROM THE VEND	OF TOLERA ITPUT. THE ITABILIZED	NCE 1N BI ALLONED I WHEN RECI	EVERAL FRROR 1	PLACES. THE 19 1.0 PERCEN FROM THE VEND	
CORRECTIVE ACTION - VCAR 6922, DATED 28 OCTOBER 1964 CONTI	DATED 28 OCTOBER 1964 CONTINUES THE PREVIOUS TEMPERATURE STABILIZATION CYCLING, AND SURE TO 300 DEGREES F. FOR 8 MINUTES, EFFECTIVE 16 MOVEMBER 1964.	HPERATURE	STABILIZ, ER 1964.	ATION (TCLING, AND	
INSTRUMENTATION-A/B SLV-AB-E4-4907-F Telemetry bet and transduc pressure transducer erb	FAR 69-01003-39	5301 64110£	FACTORY	± 00 × 00 × 00 × 00 × 00 × 00 × 00 × 00	ROURNS	6 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
FAILURE MODE-COMTANIMATIOM. AM INTERMITTENT OPEN CIRCUIT MAS REPORTED. THIS MAS DUE TO PARTICLES OF EPOXY ADHESIVE. Migratime through the bilicome oil under the influnce of low level vibration. The particles were due to deterioratio M of the adhesive in the oil.	INTERMITTENT OFEN CIRCUIT WAS REPORTED. THIS WAS DUE TO PARTICLES OF EPOXT ADHESIVE Dil Under the influnce of low level Vibration. The particles were due to deterioratio	INE PARTICL	ARTICLES ES WERE	OF EP	OXY ADHESIVE DETERIORATIO	
CORRECTIVE ACTION-THE VENDOR CHANGED THE CPOXY ACHERIVE FROM BIGGS R-314 TO	VE FROM BIGGS R-314 TO GE	• • • • •				
FM-FRINKENTATION-A/B BLY-DD-E4-4865-F FELENCIRY SET AND TRANSDUC COMMUTATOR ERB	7 A R 4 4 - 0 1 4 0 4 1 1 1 1	641089	FACTORY	200	FIFTH DIMENSION N	9 3 6 2 4
FAILURE MODE-COMTANIMATION. A SPIRE WAS OBSERVED ON SEGENENT 30 OF MALL PIECE OF MATERIAL RESTING ON THE RETURN CONTACT. THE ORIGIN OF 8 MOT DETERMINED.	7 F	ITORS J-1 8	ECTION. IER OR NO	7 F	COMMUTATORS J-1 SECTION. THIS WAS DUE TO A S MATERIAL OR WHETHER OR NOT IT WAS POREIGN WA	
CORRECTIVE ACTION-THE VENDOR MAS INFORMED OF THIS FAILURE.	LURE.					
					·	
					PAGE 0103	-T7

DIFFICULTIES REVIEW-INSTRUMENTATION STATEM-AIRSORNE

8787EN 818-818	TEST/REPORT NUMBER DIF DATA FAILED COMPONENT NAME PART M	DIF DATA SOURCE PART NUMBER	VEHICLE DATE OFF	817E TIME DIF	PRE VENDOR NAME OTH VENDOR PART NO	
TRANSDUC	LV-88-E4-4888 DIFFERENTIAL PRESSURE TRANSCUCER	FAR 27-01882-49	641028	FACTORY	NO WEANCO	•
FAILURE MODE-STRUCTURAL, STATIC E TRANSDUCERS IN THE POSITIVE DI TO ELEVATED REFERENCE PRESSURE,	FAILURE MODE-BIRUCTURAL. STATIC ERROR BAND MAS OUT OF TOLERANCE, FAILURE HAS ATTRIBUTED TO OVERFRESSURIZATION OF TH : transducers in the positive direction. Overpressurization occured during recalibration while changing from ambient to elevated reference pressure.	RANCE, FAILURE HAS OCCURED DURING REC	ATTRIBUTED ALIBRATION	TO OVERF	RESSURIZATION OF TH ANGING FROM AMSIENT	± h
CORRECTIVE ACTION-PERSONNEL H	ONEL HANDLING DIFFERENTIAL PRESSURE TRANSDUCERS WERE ACGUAINTED WITH THE CONTENTS OF RAR LV- Itoned against inproper pressurization of these transducers.	TRANSDUCERS WERE A TON OF THESE TRANSD	WERE ACQUAINTED TRANSDUCERS,	WITH THE	CONTENTS OF RAR L'	.
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUCERS		UTP-FRT ID R7-01618-5	641029	3/09	YES BENDIX NO TAY-102	
FAILURE MODE-ELECTRICAL OPEN. ING RECCRDED ON MAGNETIC TAPE 6.4 MATTS TO UNACCEPTABLE 6.4 VARIABLE COMPONENTS MOUNTING	OPEN. TEST SPECIMEN OPERATING AT HORMAL 27.5 VDC POMER LEVEL MITH THE TRANSMITTER OUTPUT BE TAPE DURING BENCH TEST AT ROOM ANSIENT CONDITIONS. OUTPUT OSSERVED TO DROP FROM ACCEPTABLE E 8.4 WATTS AFTER TWO HOURS OF CONTINUOUS OPERATION. THIS WAS CAUSED BY LOOSE GROUND BETWEEN NIING BLOCK AND THE CASE DUE TO FOUR LOOSE SCREWS.	VORMAL 27.5 VDC POME 31ENT COMDITIOMS, OF TIMUOUS OPERATION, '	ER LEVEL WI Jiput obsei This was c	TH THE TI RVED TO DI AUSED BY	RANGMITTER CUTPUT A TOP FROM ACCEPTABL LOOSE GROUND BETWE	¥ ž
CORRECTIVE ACTION-SOURCE INSICONTROL AND RESUESTED ACTION	E INSFECTION PERSONNEL AT THE VENDOR WAS NOTIFIED OF THE LOOSE SCREW FINDING BY GO/A GUALITY CYION BE TAKEN TO PREVENT LOOSE AMPLIFIER SCREWS, REF. FR-654-2-423.	OR WAS MOTIFIED OF PLIFIER SCREWS. REF	OF THE LOOSE SCREW REF. FR-654-2-423.	SCREW FIN	DING BY CO/A GUAL!	<u> </u>
INSTRUCENTATION-A/B TELEMETAT BET AND TRANSOUN	INSTRUCENTATION-A/B SLV-99-24-4910 TELEMETAT BET AND TRANSOUC DIFFERENTIAL PRESSURE TRANSOUCER ERS	TAR 84-01998-51	641088	FACTORY	YES WIANCO	9 9 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILURE MODE-OUT OF TOLI D MOT BE FOUND, HOMEVER, COMPOMENTS.	FAILURE MODE-OUT OF TOLERANCE. STATIC ERROR SANDS MERE -S.TR PERCENT FOR EACH TRANSDUCER. THE CAUSE OF FAILURE COUL D mot be found. However, there does seem to be immerent drift, probably caused by asing of electrical or mechanical components.	-1.TE PERCENT FOR EACH TRANSDUCER. Drift, Progably Caused by Asing Of	H TRANSDUC D BT ASING	ER. THE C	THE CAUSE OF FAILURE COUL	ğ i
CORRECTIVE ACTION-MONE.						
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC ERS	FAR-LV-88-E4-4816 AC POSITION TRANSDUCER	FAR 69-01008-1	• 1020	2	YES SERVONIC NO SOA1-DIDI	
FAILURE MODE-COMTANINATION. AND CASE, EXANINATION REVEAL	TIOM, THE TRANSDUCER WAS REJECTED WHEM A HIGH RESISTANCE SHORT WAS MEASURED BETWEEN THE MIPER REVEALED SOLDER PARTICLES INSEDDED IN THE POTTING MATERIAL BONDING THE HIPER TO ITS SUPPORT S	MEN A HIGH REBISTA IN THE POTTING MAT	NCE SHORT	MAS MEABU ING THE H	RED BETWEEN THE MI HPER TO LIS BUPPOR	g 4
					PACE DIDA	104

GENERAL DYNAMICS CONVAIR DIVISION

11 1VH 1966

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

STSTEM SUB-STSTEM	TEST/REPORT NUMBER FAILED COMPONENT HAME	DIF DATA BOUNCE PART NUMBER	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART HO	9
ALAP REFERENCE PARTICIPATION	ACTION-THE FARE CREEK CONFIBURD. BAB - C. CO. C.			****
. THE VENDOR STATED THAT APPROPRI	PPROPRIATE PERSONNEL WERE CAUTIONED REGARDING THEIR WORKHANSHIF.	REGARDING THEIR W	VENUCH IO REVIEW FRODUCTION PROCEDURES WORKHANSHIP.	•
INSTRUMENTATION-A/B BLV-86-484-4826-F Telemetry sey and transduc commutator motor ers	SLV-88-84-4832-F COMMUTATOR MOTOR	7 A 78 84 - 1014 61 46 - 10 11	641028 FACTORY TES FIFTH DIMENSION NO N NRXD489	0 881629
FAILURE WODE-OUT OF TOLERANCE. C D TO 4.44 RPS. BEFORE VIBRATION T PLUS S. MIMUS 10 PERCENT THE FAI		ATION TEBTING ON THITER VIBRATION 4.91. BUTED TO AN EXCESS!	COMMUTATOR FAILED DURING VIGRATION TEBTING ON THE TOP ASSENDLY WHEN ITS SPEED DROPPE. THE SPEED WAS 4.78 RPS AND AFTER VIGRATION 4.91 RPS. THE SPECIFIED SPEED IS 5.00 RPS. ILUME WAS CONFIRMED AND ATTRIBUTED TO AN EXCESSIVE SIDE LOAD ON THE NOTOR BEARING.	ų s
CORRECTIVE ACTION-REQUESTED VEND CENTER CAUSING A BIDE LOAD ON TH	ED VENDOM REVIEW ITS ASSEMBLY PROCEDURE AND THE POSSIBILITY OF D ON THE MOTOR BEARING.	DURE AND THE POSSIE	ILLITT OF A MOTOR BEING INSTALLED OFF	ļ.
INSTRUMENTATION-A/B 69C-2037 TELEMETRY BET AND TRANSOUZ TEMPERATURE TRANSOUCER ERS	69C-2037 Temperature transoucer	UTF-FRT 7-01633-5	441024 GU/C YES LEWIS NO 369349	891178
FAILURE MODE-CONTANIMATION, THE BISTANCE IS RO MEGONNS AT 200 VDC	OBSERVED INSULATION . APPEARS TO BE DUE	KE WAS 40,000 ONNS T OF MOISTURE ON MA	REBIBTANCE WAS 40,000 ONNS WITH SIMPSON MULTIMETER. REGUIRED RE TO EFFECT OF MOISTURE ON MAGNESIUM OXIDE INSULATION.	w.
CORRECTIVE ACTION-60/A BTOCK OF	OCK OF THESE TRANSDUCERS WERE RETURNED TO THE YENDOR		(LEWIS) FOR REWORK.	· · · · · · · · · · · · · · · · · · ·
INSTRUMENTATION-A/B SLV-99-24-/ TELEMETRY SET AND TRANSDUC TRANSDUCER ERS	4964 <i>F</i>	YAR 69-01003-13	5301 FACTORY YES BOURNS 641027 NO	30 30 30 30 30
FAILURE MODE-EXTERNAL LEAK, UNIT REJECTED CE PREBBURE THROUGH TWO BHALL LEAKS IN THE	K. UMIT REJECTED FOR OUT OF TOLERANCE STATIC ERR ALL LEAKS IN THE CONNECTOR TO CASE SOLDER JOINT.	CK STATIC ERRORS, F SOLDER JOINT.	REJECTED FOR OUT OF TOLERANCE STATIC ERRORS, FAILURE ATTRIBUTED TO LOSS OF REFEREN. 3 IN THE CONNECTOR TO CASE SOLDER JOINT,	Z.
CORRECTIVE ACTION-VENDOR P	CORRECTIVE ACTION-VENDOR PERSONNEL REQUESTED TO USE GREATER CARE IN SOLDERING AND INSPECTION,	CARE IN BOLDERING A	NO INSPECTION,	
			PACE 0103	5

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRBORNE

SEMERAL DYNAMICS CONVAIR DIVISION

9947 MAT 91

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM" AIRBORNE

E SITE PRI VENDOR MANE	760800	VENDOR, INTERNATIONAL RESISTOR CORPORATION, MORE CLOSELY MOMITOR THE LEAD UP BONDING.	FACTORY YES BOURNS NO 71725-0-10-752	THE TRANSDUCER HAD WHONG OUTPUT AT AMBIENT PRESSURE, THE FAILURE WAS CAUSED BY SHIFT CAUSE OF OVERPRESSURIZATION OF THE TRANSDUCER, THE TRANSDUCER HAD PASSED ITS LAST CA		FACTORY NO BOURNS BEDEBS BEDEBS BEDEBS BEDEBS BEDEBS BEDBBBS BEDBBS BE	FAILURE MODE-STRUCTURAL. TRANSDUCERS MERE READING HIGHER THAN THE EXPECTED VALUE. FAILURE MAS DUE TO OVERPRESSURIZA Ton.		FACTORY YES APPLIED COMPOH 895616 NO ENTS AC13030-E3	IFIED, THIS WAS FOUND TO BE DU		FACTORY BOURNS	RANSDUCERS FALLED BY INDICATING AN INTERMITTENT OFFIN CIRCUIT. THIS MAS CAUSED BY MY
OURCE VEHICLE		CORPORATION. H	1840	INT PRESSURE, TH DUCER, THE TRAN		7108	TED VALUE. FAIL		641022	GHER THAN SPECI	DURE 350.411.	1940	SMITTENI OFFIN C
DIF DATA BOURCE PART NUMBER		TRHATIONAL RESISTOR	FAR 7-01738-8	THE OUTPUT AT ANGLE		FAR 69-01004-23	HER THAN THE EXFEC		TAR ET-01895-25	. WAS REPORTEDLY HI	EQUIPMENT OFFRATING PROCEDURE	FAR 10 PBIA 7-01720-5	INDICATING AN INTE
TEST/REPORT NUMBER PAILED COMPONENT NAME		RESISTOR CORRECT C	LV-A9-24-4838F TRANSOUCER	RANCE, THE TRANSDUCER HAD WRC Ably because of Overpressuriz		SLV-A9-24-4911 Pressure Transducer	TRANSDUCERS WERE READING HIG		8LV-99-24-4848-F BAKO PASS FILIER	FAILURE MODE-OUT OF BPECIFICATION. THE OUTPUT VOLTAGE WAS REPORTEDLY HIGHER THAN SPECIFIED, THIS WAS FOUND TO BE To improper adjustment,	HAS ADDED TO	FAR PRESSURE TRANSDUCER/G TO 250G PSIA 7-0172G-5	
STOTEN BUD-STOTEN		CORRECTIVE ACTION-REDUEDTED THE CUP BONDING PROCESSES TO ACHIEVE	INSTRUMENTATION-A/B LV-AS-E4-4 TELEMETRY SET AND TRANSDUC TRANSDUCER	FAILURE MODE-OUT OF TOLERANCE, T ING OF THE WIPER ARM PROBABLY BEC LIBRATION.	CORRECTIVE ACTION-HOME.	INSTRUMENTATION-A/B SLV-A9- TELEMETRY SET AND TRANSOUC PRESSUR ERS	FAILURE MODE-STRUCTURAL. TIOM.	CORRECTIVE ACTION-NOWE,	INSTRUMENTATION-A/B ELV-99- TELEMETRY BET AND TRANSDUC BAND PA ERB	FAILURE MODE-OUT OF SPECI	CORRECTIVE ACTION-A CAUVION NOTE	IMSTRUMENTATION-A/G LV-AS-E TELEMETRY SET AND TRANSDUC PRESSUR ERS	FAILURE MODE-OPEN (ELECT). THO

15 JUN 1068

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBOAME	RUMENTATION BYBIEM.	AIRBORNE				•
SVSTEM SUS-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 71HE 01F	OTH H	VENDOR NAME	<i>-</i>
SOURCE HTORAULIC STATEM PRESSU	RESENTIZED WITH THE AUTOFILOT ON).						*****
CORRECTIVE ACTION-BOURNS CHANGED	CHAMGED THEIR ADHEBIVE FROM BIGGS R-314 TO GE 952E.	R-314 TO 6E 9822.					
IMSTRUMENTATION-A/B LG-9 TELEMETRY SET AND TRANSDUC BAND ERS	L-99-24-4861-F BANDPASS FILTER	FAR R7-01806-23	2910 641022	FACTORY	9 6	APPLIED COMPON ENTS ACT 3030-23	•
FAILURE MODE-G : OF TOLERANCE CAUSE ATTRIBUTED TO OUTPUT SE	RANCE. OUTPUT AT 9712 CPB WAS 2.0 VOLTS PEAK-TO-PEAK WHEN 1.0 TO 1.6 VOLTS MAX IS EXPECTED. Ut being adjusted at the mrong prequency.	VOLTS PEAK-TO-PEAK SUENCY.	WEN 1.0 T	0 1.8 VOL	\$	X 18 EXPECTED.	
CORRECTIVE ACTION-APPROPRIATE ED TO INSURE PROPER ADJUSTMENT	PIATE PERSONNEL INFORMED OF FILTER CHARACTERISTICS AND RESULTS OF	I CHARACTERIBTICS AN	O RESULTS			AMALYSIS. PROCEDURE CHANG	
IMSTRUMENTATION-A/B BLV- TELENETAT SET AND TRANSDUC OSCI ERS	9LV-A9-24-4837F OGCILLATOR	FAR 60-11100-813	7108 641028	FACTORY	₽ ₹ \$	YES BEHOIX NO	8 03408
FAILURE MODE-OUT OF TOLERANCE TUMED FROM THE MATURAL CRYSTAL	RANCE. TRANSMITTER CARRIER FREGUENCY HAS HIGH. NAY HAVE BEEN DUE TO THE OSCILLATOR BEING DE Tstal Freguency.	KY WAB HIGH. MAY HA	VE BEER DU	E TO THE	0 8 C3L	LATOR BEING DE	
CORRECTIVE ACTION-CHANGES MER LIT OF THESE TRANSHITTERS.	B WERE MADE BY BENDIK TO PROCEEDURES AND SPECIFICATIONS TO MAINTAIN BETTER	ES AND SPECIFICATIO	NS TO MAIN	TAIN BETT	a E	FREGUENCY STABIL	
IMSTRUMENTATION-A/B LV-9 TELENETRY SET AND TRANSDUC TRAN	LV-9B-24-4061F Transoucer	748 7-01649-9	2960 641022	ETR-18	4E\$	ROSEMOUNT 134AG	692837
FAILURE MODE-UNIT REJECTED FOR ERRATIC OPERATION.	ED FOR ERRATIC OPERATION.						
CORRECTIVE ACTION-FAILURE NOT	MOT CONFIRMED. NO CORRECTIVE ACTION TAKEN.	ION TAKEN.					
INSTRUMENTATION-A/B FAR-SLY-AS-24-4598-F TELEMETRY SET AND TRAMSDUC ACCELEROMETER TRANSDUCER ERS	FAR-SLV-AS-24-4498-F Accelerometer transducer	FAR 7-01413-8	7108 641022	3 E	2 9	BORG-WARNER 8747-8	-
FAILURE MODE-ELECTRICAL S M6. A SHORT WAS FOUND IN T	FAILURE MODE-ELECTRICAL BHORT. DURING FINAL CHECKOUT THE TRANSDUCER WAS OVERHEATING AND DRIFTING. AFTER DISABSEMBLI 16. A SHORT WAS FOUND IN THE HEATER CIRCUIT.	RANBDUCER WAS OVERH	EATING AND	ON I T I NO	. A1	ER DISABSEMBLI	
						PASE 0108	

DIFFICULTIES REVIEW-INSTRUMENTATION STRTEM"AIRBORME

	6 6 6	7 7 8 8		7 :: 20 :: 0			71 6 6		
CE VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO		0 4	NT. DURING THE 3 NOVEMBER 1984 FINAL PROOF CYCLE THE MAXIMUM ERROR WAS 1.65 PERCENT. THE ALLOMABLE ERROR 19 PLUS ON MINUS 1.0 PERCENT. APPARENTLY, THETRANSDUCER WAS NOT PROFERLY TEMPERATURE STASILIZED SHEN RECEIVED FROM THE VENDOR. 8/N 4071434, PET LOT 1. CORRECTIVE ACTION~THE VENDOR WILL EXPOSE EACH TRANSDUCER TO 300 DEGREES F FOR S MINUTES, EFFECTIVE 15 NOVEMBER 1964.	641021 CO/C YES BOURNS NO E007371707	FAILURE MODE - OUT OF SPECIFICATION. DURING THE E1 OCTOBER 1984 POST PLUS 30D DEGREESF PROOF CYCLE AND THE POST VIB RATION PROOF CYCLETHE MAXIMUN ERROR WAS PLUS 1.34 PERCENT AND PLUS 1.61 PERCENT OF FULL SCALE OUTPUT RESPECTIVELY. D URING THE 3 MOVEMBER 1964 FINAL PROOF CYCLE THE MAXIMUM ERROR WAS PLUS 1.71 PERCENT OF FULL SCALE OUTPUT. THE ALLOWA BLE ERROR IS PLUS OR MINUS 1.0 PERCENT. THESE DISCREPANCIES WERE CAUSED BY EXCESSIVE EXPOSURE TO HIGH TEMPERATURE AN D POSSIBLE EXCESSIVE VIBRATIOH. S/M 4081458: PET LOT E.	(1983)22-1 MAS REVISED TO REQUIRE LIMITIMS OF 300 DEGREES F HIGH TEMPERATURE EXPOSUR	2000 ETR YES SERVORICS 6410E1 RO RO	IT MAS REPORTED THE TRANSDUCER OUTPUT SIGNAL CONTAINED SUFFICIENT MOISE TO CAUSE A : DATA LEVEL. USE MAS MOT CONFISHED.	PACE 0109
DIF DATA SOURCE	OF THE BROST CIR	UTF-PET 68-01003-39 1964 POST PLUS 3	TEWERATURE BY TEWERATURE BY TEWERATURE BY TEWERATURE BY TO SOO DECREES F	U17-PET 69-01003-39	1964 POST PLUS ND PLUS 1.61 PER OR MAS PLUS 1.71	COURE LIMITING	FAR 7-01780-8	OWER CUTFUT BIG	
TEST/REPORT NUMBER DIF DATA	THE SHORT CIRCUIT WAS NOT DETERMINED.	GBC-3658 PRESSURE TRANSDUCER 69-01003-39 ECIFICATION, DURING THE 21 OCTOBER 1964 POST PLUS 300 DURING THE RE OCTOBER 1964 POST PLUS 300	1984 FINAL PROOF CYCLE THE NAXIMUM ERROR WAS 1.65 PER: HTLY: THETRANSOUCER WAS NOT PROFERLY TEMPERATURE STASI ENDOR WILL EXPOSE EACH TRANSDUCER TO 300 DEGREES F FOR	68C-365E C PRESSURE TRANSDUCER	F SPECIFICATION, DURING THE E1 OCTOBER MAXIMUM ERROR WAS PLUS 1.34 PERCENT A 1964 FINAL PROOF CYCLE THE MAXIMUM ERR MINUS 1.0 PERCENT, THESE DISCREPANCIES VIBRATION, 8/M 4081458, PET LOT E.		INSTRUMENTATION-A/B LV-98-24-4697-F Telemetry set and transduc pressume transducer/o-3uodpsia ers	<u> </u>	
#310 v 0		INSTRUMENTATION-A/B 68C-365 TELEMETRY SET AND TRANSDUC PRESSUR ERS FAILURE MODE - OUT OF SPECIFICAT R MAS PLUS 3.31 PERCENT. DURING 1	NT. DURING THE 3 NOVEMBER 1964 FI HINUS 1.0 PERCENT. APPARENTLY: TO 8/N 4071434, PET LOT 3. CORRECTIVE ACTION-THE VENDOR WILL	INSTRUMENTATION-A/B 69C-365E TELEMETRY SET AND TRANSOUC PRESSURE TRANSOUCER ERS	FAILURE MODE - OUT OF SPECIFIC RATION PROOF CYCLETHE MAXIMUM EI URING THE 3 NOVEMBER 1964 FINAL BLE ERROR IS PLUS OR MINUS 1.0 D POSSIBLE EXCESSIVE VIBRATION.	CORRECTIVE ACTION-PET PROCEDURE E TO S MINUTES MAXINUM.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOLI ERS	SO TO SO PERCENT VARIATION IN THE	

GENERAL D'HAMICS CONVAIR DIVIBION

18 JUN 1848

ξ		
:		
į		
:		
•		
÷		
Ē		
5		
,		

	DIFFICULTIES REVIEW-INSTRUMENTATION STOTEM-AIRBORNE	MENTATION STOTEH'A	IRBORNE					
87875W 8U8-87875W	TEST/REPORT NUMBER FAILED COMPONENT MAME	DIF DATA BOURCE PART NUMBER	VEHICLE SATE DIF	817E 71ME 01F	O THE	VEHICLE BITE PRI VENDOR PART NO		
INSTRUMENTATION-A/B TELEMETRY RET AND TRANSOUC ERS	BLV-89-84-4848-F CALIBRATOR	FAR E7-12201-8	941620	FACTORY	2 8		0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
FAILURE MODE-FAIL TO CEAL IT OPERATED 48 SECONDS. (FAILURE MODE-FAIL TO CEASE OPERATION AT PRESCRIBED TIME. THE CALIBRATOR REPORTEDLY FAILED IN THE MEXT ASSEMBLY WHEN It operated as seconds, operating time should be between is and 38 seconds.	CALIBRATOR REPORT AND 35 SECONDS.	KOLY FAILI	0. 24 THE	Ex.	ABSEMBLY WHEN	· -	
CORRECTIVE ACTION-MONE-TI	HONE-THE FAILURE MAS NOT CONFIRMED.					:		
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	LV-89-E4-4830-C ANSDUC OSCILLATOR	7-01664-881	194D 6410E0	FACTORY	YES BENDIX NO 104065	BEND 1 X 1040658-47	* n o o o o o o o o o o o o o o o o o o	
FAILURE MODE-OUT OF TOLE	TOLERANCE. COULD NOT BE ADJUSTED TO CENTER PRESUENCY OF 860 CYCLES PER SECOND.	IER FREGUENCY OF SO	0 545154 1		ć			
CORRECTIVE ACTION-NOME.	MONE. FAILURE AMALYBIS WAS WAIVED.							
INSTRUMENTATION-A/S FAR-LV-50-R4-4644-F Yelemetry bet and transduc pressure transducer Ers	FAR-LV-50-E4-4844-F Parasums Tranboucer	FAR 87-01386-29	3530	WTR E-3	5 č	YES BERVONIC MO EDSI-DBUR	* • • •	*
FAILURE MODE-STRUCTURAL. MATION REVEALED THAT THE EE FAR-LV-98-24-4787-F.	FAILURE WODE-STRUCTURAL. DURING A TEST CM THE MISSILE. THE TRANSDUCER WAS READING LOW OVER PART OF 115 RANGE. EXAMI Mation Revealed that the Resibily Element was morn, probably caused by high presuency dither. For a related case, s Er far-ly-ss-za-4787-f.	TRANSDUCER WAS HEAD CAUSED BY HIGH FR	EBUENCY DI	THER FORT	OF 118	RANCE, EXAMI		
CORRECTIVE ACTION-THE FAI	THE FAILURE WAS CONFIRMED, AS A RESULT OF THIS PROBLEM, THE TRANSDUCER CALIBRATION CYCLE WAS CHAN Period.	THIS PROBLEM, THE	TRANSDUCE	CALIBRA	2 4017	YCLE WAS CHAN		
INSTRUMENTATION—A/B TELEMETRY BET AND TRANSDUC ERB	LV-AD-E4-4REU-F AMBDUC COMMUTATOR	FAR 87-11841-939	1940	PACTORY	YES BENDIX NO	X	-	
FAILURE MODE-ERRATIC OPE T PLUS AT.S SECONDS OF TI	FAILURE MOGE-ERRATIC OPERATION. CHANMEL 14 HAD BREAKUP OF 89 PERCENT INFORMATION BAND WIDTH ON TWO MASTER PULSES AT T PLUS 47.8 SECONUS OF THE MISSILE TELEMETRY TEST. FAILUME WAS DUE TO UNSATISFACTORY COMMUTATOR OPERATION.	FERCENT INFORMATIONS DUE TO UNSATIBLE	ON BAND W. ACTORY CO.	IDTH ON T	NO MAS DPERAT	TER PULSES AT 1000.		
CORRECTIVE ACTION-MOME.								
						PAGE 0110		

18 JUN 1866 8787EN	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE TEST/REPORT NUMBER DIF DATA SOURCE VEHICL	MENTATION SYSTEM'AS	-	3116	PAI	VENDOR NAME	
UB-SYSTEN	FAILED COMPONENT NAME	PART NUMBER	$\overline{}$		OTH VENDO	VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETHY BET AND TRANSDUC ERB	INSTRUMENTATION-A-0 FAR-LV-AS-RA-6848-F FREEERTHY SET AND TRANSDUC PRESSURE TRANSDUCER	4 A X 8 4 - 0 1 2 4 6 6 - 12 9	1860	FACTORY	VEB BERVONIC NO 178-R	2	7 6 6
UT OF TOLER AND. EXANIH ERLOAD FAIL	FAILUME MODE-OUT OF TOLERANCE, DURING CHECKOUT OF MIBBILE 188D, THE OUTPUT OF THIS TRAMBDUCER BHIFTED OUT OF THE SE Ecified error band, examination did not reveal discrepancies, although the bhift in output was duplicated. This is t Tpical of an overload pailume, and hay have been an isolated case.	bed: THE OUTPUT OF 1 ALTHOUGH THE BHIFT CASE.	HIS TRANS	DUCER BHI	FIED OUT	DF THE BP	
ION-THE FAI	CORRECTIVE ACTION-THE FAILURE MAS CONFIRMED. THE CAUSE OF FAILURE MAS NOT PROVED, AND NO CORRECTIVE ACTION MAS TAKE	AILURE WAS NOT PROVE	ID . AND NO	CORRECTI	VE ACTION	MAB TAKE	
INSTRUMENTATION-A/D TELEMETRY SET AND TRANSOUC ERS	INSTRUMENTATION-A/O LV-A9-E4-4024-C TELEMETRY SET AND TRANSOUC TLM CANISTER-TRANSMITTER ERS	FAR 27-11841-939	1960	FACTORY	YES BENDIX 80	*	9
UT OF TOLES	FAILUNE MODE-OUT OF TOLERANCE. CHANNEL 4 WAS OUT OF BAND AND CHANKIL 14 OFERATED NEAR THE HIGH FREGUENCY BAND EDGE.	O CHANKIL SA OPERATE	ED NEAR TH	E HICH FR	E PUENCY B	AND EDGE.	
I ON-MONE.	CORRECTIVE ACTION-MOME. FAILURE ANALYSIS WAS CAMCELLED BY BLY RELIABILITY CONTROL.	LV RELIABILITY CONTI					
INSTRUMENTATION-A/B FELENETRY SET AND TRANSCUC ERS.	INSTRUMENTATION-A/B A-SS-E4-4635-F FELENETRY SET AND TRANSCUC DEMOCULATOR-TRANSCORNER Ess.	# 1 - 0 - 0 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	******	FACTORY	YCB APPLI NO ENTB 8112	APPLIED COMPONENTS	•
UT OF TOLES 1106-18EBUL 1004-1005-110	FAILURE MODE-OUT OF TOLEMANCE, DURING NEXT ASSENDLY TESTING, A DC VOLTAGE MAS FOUND TO BE TOO MIGH, REPLACING THE TRANSFORMER ST-DIMGS-1REBULTED IN THE ASSENGLY FARSING THE TEST.	. A DC VOLTASE WAS P	70UND TO B	# 100 HIE	H. MEPLAC	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	INSTRUMENTATION-A/B FRESAZIYG.E Telemetry bet and transduc tranfuler power buffly erb	UTP-BLT 88-13340-803	\$1017	3/0 9	VES 55-13340-003	840-808	
LECTAECAL B F. THE OUTP OF CYCLE FO TRANSDUCER	FAILURE MODE-ELECTRICAL SHORT, TEST SPECIMEN MAS AT ROOM AMBIENT TEMPERATURE DURING BENCH TEST POLLOWING SLT 12 & 4 CCELERATION TEST, THE OUTPUT VOLTACES ("6 VDC TO +8.8 VDC) OF TRANSDUCER POMER SUFLY (P/N 58-13340-803) DROPPED TO ZEAD DURING PROOF CYCLE FOLLOWING SLT ACCELERATION, THIS WAS CAUSED BY TRANSISTOR &: SMORTING OUT AS A RESULT OF GA	HENT YENFERATURE DI FTRANSDUCER POMER C CAUSED SY TRANSISTE	MINE BENC BUTPLY (P/	H TEST FO M 85-1334 TIME OUT	0-603) DR	17 18 4 A	

SEMERAL DYNAMICS CONVAIR DIVISION

18 JUN 1886

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

STATEM BUB-SYSTEM	TEBT/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE BIF TIME DI	VEHICLE BITE PRI VEHBOR MANE DATE BIF TIME BIF OTH VEHBOR PART NO	
CORRECTIVE ACTION-HOME, P	CORRECTIVE ACTION-MOME. FAILURE CONSIDERED RANDOM. REF. FR-654-E-411 SUPPLEMENT A.	684-E-411 BUPPLEMEN	T A.		
INSTRUMENTATION-A/B LV-AB-24-4812-C TELEMETAY SET AND TRANSDUC TEM CANISTER-TARMSHITTER ERS	LV-AB-24-4812-C TLM CANISTER-TRANSMITTER	FAR 65-18887-689	1840 FACTORY 841014	AV VES BEHDIK HO	
FAILURE MODE-OUT OF TOLER	FAILUME MODE-OUT OF TOLERANCE, THE TRANSMITTER FAILED MEPORTEDLY DUE TO ERROR IN WIRING.	TEBLY BUE TO ERROR	e cibite.		
CORRECTIVE ACTION-HOME.					
HASTRUMENTATION-A/B LY-AB-E4-4 TELEMETRY BET AND TRANSOUC COMMUTATON ERB	LY-AB-E4-4819-F COMMUTATOR	YAR 48-19666	194D 641014	3 3	******
FAILURE MODE-FAILED TO OP THE PROCEEDURE.	FAILURE WODE-FAILED TO OPERATE AT THE PRESCRIBED TIME, CHANNEL E COMMUTATOR DID NOT OPERATE BECAUSE OF AN ERROR IN He proceedure.	MEL E COMMUTATOR DI	D NOT OPERATE !	ECAUSE OF AN ERROR IN	
CORRECTIVE ACTION-ONE COR	CORRECTIVE ACTIOM-ONE COPY OF FROCEDURE 27-92020-1, USED BY INSPECTORS OM MISSILE 198-D, HAS HAD THE SEMTENCE, (SET Commutator switch on), rewoved from Page 023, Paragraph F.	INSPECTORS OF RISS	ILE 196-D, HA\$	HAD THE BENTEWCE, SET	
INSTRUMENTATION-A/B FAR-LV-AS-24-4645-F Telemetat bet and transduc pressure transducer Erb	FAR-LV-49-24-4845-F PRESSIRE TRANSDUCER	7.7. 87-01166-88	1960 FACTORY 641013	RY NO BERVONIC NO H-172-2	***
FAILURE MODE-STRUCTURAL. OM REVEALED DAMAGE TO THE	FAILURE MODE-STRUCTURAL. DURING TELEMETRY CHECKOUT, THE TRAHGOUCER WAS READING OUT OF THE BPECIFIED BAND. EXAMINATE Om reyealed danage to the bourdom tube and mechanical stop due to overpressurization.	naducer has reading ing to overpressuriz	OUT OF THE BPI ATION.	CIFIED BAND. EXAMINATE	
CORRECTIVE ACTION-THE FAST OF APPLYING EXCESSIVE PRES	CORRECTIVE ACTION-THE FAILURE WAS CONFIRMED. ACTION WAS REQUESTED, WHERE APPROFRIATE, TO ELIMINATE THE POSSIBILITY F APPLYING EXCESSIVE PRESSURE, SEE BAR-LY-AS-24-6422.	UESTED, WHERE APPRO	FRIATE, TO ELII	INATE THE POSSIBILITY	
INSTRUMENTATION-A/B TELEMETAT SET AND TRAMSDUC ERB	LV-AP-E4-4816-F OSCILLATOR	FAR 86-13687-658	1740 FACTORY 641018	#Y YES BENDIK NO	
FAILURE MODE-OUT OF TOLER. OR WAS REPLACED AND OPERAT	FAILURE MODE-OUT OF TOLERANCE. CHANNEL A OPERATED OUTBIDE THE LOW FREQUENCY BAND EDGE, CANNEL A BUBCARRIER OGCILLAT OR MAS REFLACED AND OPERATION WAS MORNAL, CAUSE OF FAILURE OF THE OSCILLATOR WAS NOT DETERMINED.	HE LOW FREEDENCY BA F THE OSCILLATOR WA	ND EDGE, CANNEL B NOT DETERMEN	A BURCARRIER OSCILLAT	
CORRECTIVE ACTION-NOME.					

15 JUN 1964

#3 F#	BI VI & 1 ON
45.0 4	1 0 1 VI
	CONVAIR

**** ***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORMS	WENTATION SYSTEM"	IRBORNE					
8787KM 808-878KM	TEAT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF TI	TINE DIF OTH	PRI VE	VENDOR NAME VENDOR PART NO		
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	LV-89-24-4845-F DETECTOR	FAR 00-11110-1	441010 FA	PACTORY	48.0 80 80		:	
FAILURE MODE-OUT OF TOLER	OF TOLERANCE, WHILE TESTING THE NEXT ASSENDED, THE MEASURED OUTPUT VOLTAGE MAS LOW.	BLY. THE MEABURED O	WTPUT VOLTAG	E WAB L	į	•	· · · · · · · · · · · · · · · · · · ·	
CORRECTIVE ACTION-MONE-TH	CORRECTIVE ACTION-MONE-THE FAILURE REPORTED WAS NOT CONFIRMED.	10.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	LV-A8-24-4818-F OSCILLATOR	FAR 第8-14第8第7-68第	1740 FA 841010	FACTONY	YES BENUIK NO	*	#1760	2 277
FAILURE MODE-OUT OF TCLEP MAS REPLACED, OPERATION MA	OF YCLEPANCE, CHANNEL E FREBUENCY HAS GUT OF TOLERANCE, AFTER THE CHANNEL E SUBCARRIER OSCALLATOR	OF TOLERANCE, AFTER	THE CHANNEL	9.	ARRIES	08C.LLATOR		
CORRECTIVE ACTIOM-NOME.			٩			:	No.	
INSTRUMENTATION-A/B TCLEMETRY BET AND TRANSDUC ERB	LV-A4-24-4425-F O&CILLATOR-WINSNG	FAR 59-13608-837	1960 FA	FACTORY	4 C 4	·	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	
FAILURE MODE-OUT OF TOLERANCE, SUB CARRIER OSCILLATOR FILTER,	OF TOLERANCE. INTERHITTENT OUTPUT FROM CHANNEL 51. THIS WAB DUE TO A POOR SOLDER CONNECTION ON THE LATOR FILTER.	MWEL 11. THIS WAB S	UE TO A POOM	I. SOLDER	CONNEC	CTION ON THE		
CORRECTIVE ACTIOM-BENDIX-	I-BENDIX-FACIFIC WAS REBUCSTED TO REVIEW THE SUFFLIERS BUALITY-CONTROL PROGRAM.	E BUFFLIERB BUALITY	-CONTROL PRO	GRAH.				
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	LV-A8-24-4617-F TLM CAMIDTER	FAN 68-13537-655	1740 FA	FACTORY	YES BENDIX NO	X T Q	*	
FAILURE MODE-ERRATIC OPER	FAILURE MODE-ERRATIC OPERATION, CHANNEL 12 INDICATED COAPLETE BREAKUP FROM 15 TO 16 SECONDS.	TE BREAKUP PROM 18	TO 16 BECOMD	<u>.</u>			······································	
CORRECTIVE ACTION-WOME, C.	CORRECTIVE ACTION-MOME, CAUSE OF FAILURE MAS NOT RMOMM, AS FAILURE AMALTSIS WAS CANCELLED AT AIR FORCE RESUEST.	AILURE AMALYBIS WA	8 CANCELLED	AT A18	PORCE	REDUENT.		
		ę			n de la constanta de la consta	FASE 0113		

PENERAL DYNAMICS

15 JUN 1068

=	
CONVAIR DE	
•	

**** ****

SEMERAL DYNAMICS CONTAIN DIVISION

	The state of the s				
京山北北京	ARTICAL MENTATION STOTEN AIRBORNE	UNENTATION STATEN-A	IRBORNE		
Bus-avarga	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE	27.6	VENDOR NAME	۲
CORRECTIVE ACTION-REPLACED	POSITE RESCHEDULED, STRIEM LEVEL AND COMPOSITE RETESTING RESUIRED.	DAITE RETERTING RES	TIME BIF OTH	VENDOR PART NO	
INSTRUCTOR A/B SITELEMETRY SET AND TRANSDUC CY		FAA 87-12201-5	641006 FACTORY YES		***
FAILUME MODE-OUT OF TOLERAN LIBRATOR MOT BEZHG TENPERATU	TOLERANCE, CALIBRATOR GPERATED FOR 38 BEC. MIEN 38 BEC. MAX. MAB EXPECTED. PAILURE CAUSED BY CA	C. WHEN BE DEC. MAK	. WAB EXPECTED. PAILURE	CAUSED BY CA	
CORRECTIVE ACTION-PROCEDURE INSTRUMENTATION-A/B	NOCEDUME REVISED TO ALLOW 10 TO 40 SEC. OPERATING TIME FOR THE CALIBRATOR.	ERATING TIME FOR TH	E CALIBRATOR,		
CERS. TERMS OF TRANSPORT TERMS		FAR 87-11541-939 A	1960 FACTORY YES BENDIX 6410US NO	W10	
FAILURE MODE-OUT OF TOLERANC TEAD OF 80 TO 188 PEWCENT.	TOLERANCE, BECENEUTS 31 AND \$3 OF CHAMMEL 16 WERE OVER 140 PERCENT OF INFORMATION BANDWIDTH INS	16 WRRE OVER 140 PE	RCENT OF INFORMATION BA	MONIOTH INS	
-HOME.	NO FAILURE AMALVRIS PERFORMED.				
INSTRUMENTATION-A/B BLV- TELENEIRY SET AND TRANSOUC COMM		01636-15	641005 FACTORY VES FIFT	VER FIFTH DIMENSIO .	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
FAILURE MODE-BIRUCTURAL, THE (B CAUSED BY A CRACKED TRANSIST	FAILURE MODE-BTRUCTURAL. THE COMMUTATOR MAS REPORTED TO MAVE STOPPED OFERATING DURING! Caused by a cracked tramsistor lead. Cracking mas caused by the sharp bend hadius of	OPED OPERATING DUR E BHARP BEND RADIUS	VIBRATION TESTIF	MRXD-466 46. FAILURE MA FADS.	
(- THE CH DE	TRANSISTOR LEAD DRESS HAS BEEN INVESTIGATED FOR IMPROVEMENT, AND A MANUFACTURING PROCESS INST Fincs transistor lead oress and precludes sharp beings at the transistor body to selve.	ED FOR IMPROVENENT, SHARP SENDS AT THE	AND A MANUFACTURING PROTRENS FOR	** *** *** *** *** *** *** *** *** ***	
HETRUNENTATION-A/B			744 0	ENT LESS	

7.4

441000

INSTRUMENTATION-A/B FELENETAT AET AND TRANSDUC COMMUTATOR ERS

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

3787EM 348-3737EM	TEST/REPORT NUMBER DIF DATA BOURCE VEHICL FAILED COMPONENT NAME PART NUMBER DATE D	DIF DATA BOURCE	u .	\$11E	e o	VENDOR NAME	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	BLV-99-24-4634F TRANSDUCER	FAR 69-01008-89		FACTORY	2 8	DURNS	P93114
FAILURE MODE-FIVE UNITS REJECTED FOR OHESIVE USED IN ASSEMBLY, AND BY MIGRA RTED OM TWO UNITS BY FAR SLV-AS-24-455	REJECTED FOR INTERMITTENT OPEN CIRCUIT. FAILURES ATTRIBUTED TO DETERIORATION OF THE EFOXY A AND SY MIGRATION OF EPOXY PARTICLED THROUGHOUT THE SILICONE OIL, THE SAME FAILURE WAS REPO SLY-AS-E4-4358 AND ON ONE UNIT BY FAR LY-AS-E4-ASSS.	JIT. FAILURES ATTRIE 3 THROUGHOUT THE SIE NR LV-AS-24-ABGS.	LUTED TO DI	THE SA	TION O	THE EPOXY A LURE WAS REPO	
CORRECTIVE ACITON-A VCP 1	CORRECTIVE ACTION-A VCP MAS APPROVED ALLOWING THE VENDOR TO	TO CHANGE THE ADHEBIVE FROM BIGGS R-314 TO GE	FROM BIG	486-M 85	10 GE	9522.	
INSTRUMENTATION-A/B SLV-99-24- TELEMETRY SET AND TRANSOUC TRANSOUCER ERS	8LV-99-24-4834F : TRANSDUCER	FAR 69-01005-33	000 170	FACTORY	YES BOURNS	NANS.	
FAILURE MODE-CONTANINATION. 1 OF THE EPOXY ADHESIVE USED IN	ON. TWO UNITS REJECTED FOR INTERNITTENT OPEN CIRCUIT. FAILURES ATTRIBUTED TO DETERIORATION DE 14 ABSEMBLY, AND BY MIGRATION OF ÉPOXY PARTICLES THROUGHOUT THE SILICONE OIL.	ENT OPEN CIRCUIT. P	AILURES A	TRIBUTER E SELECO	3 TO 81	TERIORATION	
CC RESTIVE ACTION-A VCP 1	CCURECTIVE ACTION-A VCP WAS APPROVED ALLOWING THE VENDOR TO CHANGE THE ADHEBIVE FROM BIGGS R-314 TO GENERAL ELECTRI	CHAMGE THE ADHEBLYS	FROM BIG	8 R-314	10 GE	FRAL ELECTRI	
INSTRUMENTATION-A/B SLY-DS-E4 TELEMETRY SET AND TRANSDUC TRANSDUCER ERS	8LY-08-24-4834F TRANSDUCER	68-01003-81	941000	FACTORY	YES BOURNS	YURNS	901373
FAILURE MODE-CONTANINATION. ON OF THE EPOXY ADHESIVE USED	THREE UNITS MEJECTED IN ADSEMBLY, AND BY	FOR INTERMITTENT CFEM CIRCUITS. FAILURES ATTZIBUTED I	i. Failure: Hroughout	THE SILI	JTED TO	ODETERIORATI	
CORRECTIVE ACTION-A YCP N	CORRECTIVE ACTION-A YCP MAS APPROVED ALLOMING THE VENDOR TO CHANGE THE ADRESIVE FROM BIGGS R-314 TO GE	CHANGE THE ADHESIVE	FROM BIGG	4 th - 16 th	70 GE	9522.	
IMSTRUMENTATION-A/B A-89- Felenetry bet and transouc band erb	A-88-24-4848-7 BAND FASB FILTER	7.A.20 19.4 - 10.10 9.5 - 15.	640989	FACTORY	4E3 4	APPLIED COMPON ENTS AC13030-1	095621
FAILURE MODE-OUT OF SPECIFICAL MAVE BEEN BETWEEN 397 AND 403CF	TIOM. OUTPUT AT 18. FAILURE DUE	SIBCPS WAS TOO HIGH. RESONANT PRESUENCIES WERE 4DS TO IMPROPER CURING OF EPOXY-IMPRESNATED INDUCTORS.	UENCIES WE Nated indi	RE 409 A	43	SCPS+ SHOULD	
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTIOM-VENDOR CHAMGED PROCEDURES AND SPECIFICATIONS FOR TESTING, INCLUDING TEMPERATURE CYCLING FOR	HS FOR TESTING, INC	LUJING TEN	IPERA TURE	נ כעכר	ING FOR STABL	
						PACE 0116	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

SUS-STEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	TINE DIF	PRI VENDOR NAME OTH VENDOR PART NO	<u> </u>
INSTRUMENTATION-A/B FAR- TELEMETAT SET AND TRANSDUC PRES ERS	FAR-LV-JA-24-4651 PRESSURE TRANSDUCER	FAR 88-01107-68	353D 640927	FACTORY	YER COLVIN HO 401-6-4-75	72700
FAILURE MODE-STRUCTURAL, THE TELY FILLED WITH SOLDER AND NI	THE TRANSDUCER WAS REJECTED WHEN THE SOLDER JOINT WAS FOUND SROKEN. THE JOINT WAS INCOMPLE ND NUMEROUS POROUS AREAS WERE FOUND.	HE BOLDER JOINT WAS	FOUND BROW	EN. THE	JOINT MAS INCOMP!	ų
CORRECTIVE ACTION-THE FAILURE THE VENDOR STATED THAT ALL UNI	FAILURE WAS CONFIRMED, IN RESPONSE TO VENDOR CORRECTIVE ACTION REQUEST S626-63 DATED 63D316;	VENDOR CORRECTIVE /	ACTION REGU	E & T & & 2 & 2	.63 DATED 650516.	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	INSTRUMENTATION-A/B BLV-89-24-4826-F TELEMETRY BET AMD TRANSDUC TRANSDUC; R FOWER BUPPLY-CAFACITOR ERB	7A7 86-10464-26	640924	FACTORY	7E8	79989
FAILURE MODE-ELECTRICAL GPEN. ECTION OF ONE OF THE PIGTAILS	. NO VOLTAGE WAS MEABURED TO THE FOIL OF CAPACITOR	AT THE 5 VOLT DC OUTPUT. THIS WAS DUE TO A POOR SOLDERED COMM C-3 IN THE CHOPPER CIRCUIT.	THIS WAE D	UE TO A I	OOM SOLDENED CON	ž
CORRECTIVE ACTION-ECP 341	CORRECTIVE ACTION-ECP 3434 WAS APPROVED TO REPLACE THIS CAPACITOR WITH AN IMPROVED PART.	ACTION WITH AW IMPRO	OVED PART.			
INSTRUMENTATION-A/B GDA/ TELEMETRY BET AND TRANSDUC TLM ERB	60A/BKF64-042/L4-701-00-7102 TLM CAMIBTER-CONNECTOR	FLIGHT 69-11100	7102 640923 B	₹ 08 08 m	ΥΕ.Θ. ΥΕ.Θ.	95660
FAILURE MODE-FAIL DURING OPER	OPERATION. POSSIBLY CONNECTOR AT TRANSHITTER LOOSENED UNDER VIBRATIONAL STIMULUS.	RANSHITTER LOOSENED	UNDER VIBR	ATIONAL	ITIMULUS.	
SYSTEM EFFECT-ERRATIC OPERATI 12 DB PEAK-TO-PEAK).	ERATION. LOOSENING OF CONNECTOR CAUSED RF NO.	HED RF NO. 1 BIGHAL	BTRENGTH F	LUCTUATIO	BTRENGTH FLUCTUATIONS (APPROXIMATELY	>
VEHICLE EFFECT-NOME. DATA RET	RIEVAL VI	•				
CORRECTIVE ACTION-CLOSER ADME	ADHERENCE TO COMMECTOR INSTALLATION DRAWING RE-EMPHASIZED TO GC AND INSPECTION.	I DRAWING RE-EXPHASI	1ZED TO 0C	AND INSF	CTION.	1
INSTRUMENTATICH-A/B GDA/ Telemetry bet and transduc comm erb	60A/BKF64-042/L4-701-00-7102 Commutator		710E 8	*	7E.9	
FAILURE MODE-OUT OF TOLERANCE, RF NO. 1 CHAIMEL B (TOLERANCE IS S PERCENT), OPERSPEED ATTRISUTED ATOR WHILE OTHERS DRIVE AT LEAST 2) AND RUN TIME		11 COMMUTATOR SPEED 7.2 PERCENT FASTER TO LACK OF COMMUTATOR DRAG (CHANNEL 11 (MOTORS HAVE HISTORY OF GAINING SPEED)	PERCENT FASTER THAN MOMINAL SPEED OF A CHANNEL 11 MOTOR DRIVES ONLY ON 6AINING SPEED WITH OPERATING TIMEN.	IAN HOMIN TOR DRIVE H OPERAT	THAN MOMINAL SPEED OF 2.5 RP MOTOR DRIVER ONLY ONE COMMUT	a <u>-</u>
STATEM EFFECT-MONE, THE OUT OF	OUT OF TOLERANCE SPEED DID NOT REBULT IN ANY DATA RETRIEVAL DIFFICULTIES.	T IN ANY DATA RETRI	IEVAL DIFFI	CULTIES.		

19 1UN 1000

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	60000	2	981990		47.400.00	
2	 	2	· · · · · · · · · · · · · · · · · · ·	### "		
VENDOR HANE VENDOR FART	VEHICLE EFFECT-WONE. CORRECTIVE ACTION-WOME. PROPOSAL TO PERFORM BD-HOUR RUN TIME TEST FOR COMMUTATOR MOTORS DISSAPPROVED BY 6DC EM6INEE ING CHAMGE BOARD.	9-84-4888-F TOR-POTENTIONETER 69-11118-1 SADSEE FACTORY VES SPECTROL TOR-POTENTIONETER DEMOD 69-11110-5 VARIED AFTER THE UNIT WARNED UP. THIS WAS	CORRECTIVE ACTION-THE POTENTIONETER MANUFACTURER- (1) FOUND AND CORRECTED A FAULTY FIXTURE, (2) INITIATED A 100 PER CENT MIGHT TEMPERATURE INSPECTION. ECF 3434 MAS APPROVED FOR AN INPROVED POTENTIONETER. SPECTROL MODEL 60 POTENTIONETERS UNDER FROM THE PREFERRED PARTS LIST AND THE 100,000 CHM SIZE WAS DECLARED INACTIVE FOR NEW DESIGN. 15.01488-839 640922 FACTORY NO BENDIX 15.01488-839 640922 FACTORY NO 1041962-3K	FAILURE WODE-OUT OF SPECIFICATION, OSCILLATOR REPORTERLY CAUSED THE TELEMETRY CHANNEL-C OUTPUT TO SECOME NOISY DURING THE DESTRUCT SIGNAL ON TELEMETRY CHANNEL-E. THIS OCCURRED DURING TESTING OF THE OSCILLATOR NEXT ASSENSELY, TELEMETER FARE THE DESTRUCT OF SS-SSO, PEP EOF 55-SSO, ST.2. FAILURE HAD NOT CONFINED, THE FAILURE REPORTED IS ATTRIBUTED TO EITHER FAILURT TEST EQUIPMENT OR THE USE OF MROME DISCRIMINATORS IN THE TEST EQUIPMENT. CORRECTIVE ACTION-IT IS RECOMMENDED THE TEST EQUIPMENT FAULT SE CORRECTED AND TEST PERSONNEL SE INSTRUCTED IN THE CORRECT USE OF TEST EQUIPMENT.	LV-90-84-4807-C FAR 7:02 8-3 YES LEWIS RATUME TRANSOUCER 7-01884-3 6408R NO 86836A THE INDICATED FAILURE WAS AN OPEN CIRCUIT. HOMEVER AN AMALYSIS WAS CANCELLED PER THX	PACE 0116
	03 >0	MOD 60 MOD 60 WP. THIS	AATED A 100 40 POTENTI DESIGN, BENDIX 1041962-3K	COME N SEMBLY ED TO RUCTED	CELLED	
9 8 1 8 1 1	ROVED	NO NO	MODEL NO NEW	TO BE	# C # A A A A A A A A A A A A A A A A A	
AITE TIME DIF	1 8 8 A P	FACTORY	RE, (2) ECTROL TIVE FO FACTORY	CHANNEL-C OUTPUT TO THE OSCILLATOR NEXT E REPORTED 18 ATTRIB TEST PERSONNEL SE IN	73 BB 15 B	
VEHICLE DATE DIF	108	# # # # # # # # # # # # # # # # # # #	F S S S S S S S S S S S S S S S S S S S	PERSON	AHAL)	
VEH	10 X	84 15.8 A T T E R T T E R T T T T T T T T T T T T	AULTY FEE TOMETER. CLARED E	CHANN THE C	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	
SER SER	ОКНОТА	VARIED	ED A FAULTY FIXTURE, (2) INITIPOTENTIONETER, SPECTROL MODEL MAS DECLARED INACTIVE FOR NEW 640922 FACTORY NO NO NO	REPORTERLY CAUSED THE TELEMETRY THIS OCCURRED DURING TESTING OF ME HAS NOT CONTINUED. THE FAILUM HATORS IN THE TEST EQUIPMENT.	. HOME	
DIF DATA SOURCE FART NUMBER	2	60-11110-5	AND CORRECT N INFROVED G OHN SIZE FAR T-D1488-839	ION. OSCILLATOR ACPORTERLY CAUSED THE TELEMETR'ETRY CHANNEL-E. THIS OCCURRED DURING TESTING OF SECRETARS. THE FAIL OF MROME DISCRIMINATORS IN THE TEST EQUIPMENT.	4 E	
0	ie teat	FAR FAR FAR 69-11118-1 OTENTIONETER 59-11118-1 OTENTIONETER IN DETECTOR 69-11110-5 POTENTIONETER IN DETECTOR 69-11116.	AAN BMF	METERIE	7-7-0100 09 09 09 09 09 09 09 09 09 09 09 09 0	
	11 NU 110	DENOC	0.001 0.001	CURRED MOT CO IN TH	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	
UNBER T NAME	HOOH-	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	IND THE	ICPORTE THES OF TE HAS INATORI	רחשב א	
TEST/REPORT NUMBER FAILED COMPONENT NAME	ORN BD	OMETE:	FACTURE LAST	FATOR 1	ELV-90-E4-4807-C ERTURE TRANSOUCER THE INDICATED FAI	
181/RE	PERF	ABRA-	PANUM PANUM	OSCILLATOR CHANNEL-E. ET.E. FAILL IONG DISCRIP THE TEST E	ILV-90-24-4807-C	
747)8AL TO	BETECTOR-40EENTE DETECTOR-POTENTE PEN. THE OUTPUT IRE MOUND POTENT	ENTIONETER MA ECTION. ECP B PREFERRED PAR CT-00-24-3100 CACILLATOR	MENDED		
) () () ()	PLV-	M B B C C C C C C C C C C C C C C C C C	CIFICA N TELE EOF 9 HE USE NECON	C TEMP	
	HE. - HONE.	IMPTRUMENTATION-A/B BLV-89-84-4828-F TELEMETRY 8ET AND TRANSDUC DETECTOR-POTENTIOMETER ERB FAILURE MODE-ELECTRICAL OPEN, THE OUTPUT AT PIN E TO AM OPEN 100,000 OMM WIRE WOUND POTENTIOMETE	CORRECTIVE ACTION-THE POTENTIONETER MANUFACTURER- (1) FOUND AND CORRECT CENT HIGH TEMPERATURE INSPECTION. ECP 3434 WAS APPROVED FOR AN IMPROVED ERS WERE REMOVED FROM THE PREFERRED PARTS LIST AND THE 100,000 CHW SIZE INSTRUMENTATION-A/S TELEMETRY SET AND TRANSDUC USCILLATOR 7-01488-838	FAILURE MODE-OUT OF SPECIFICATION, ME THE DESTRUCT SIGNAL ON TELEMETRY ER P/N 55-13537-455, PEP EOF 55-1310, ULTY TEST EQUIPMENT OR THE USE OF MR CORRECTIVE ACTION-IT IS RECOMMENDED ORRECT USE OF TEST EQUIPMENT.	INSTRUMENTATION-A/B FAR-1 TELEMETRY SET AND TRANSOUC TEMPE ERB FAILURE HODE-ELECTRICAL OPEN. VANSAN 10-7-7E DATED 641007. CORRECTIVE ACTION-MOME.	
STSTEM SUS-SYSTEM	VEHICLE EFFECT-NONE. CORRECTIVE ACTION-HO ING CHANGE BOARD.	OM-A/8 AND T	ACTION HPERAT OVED F ON-A/B AND T	E-OUT UCT BI SNT-85 UIPNEN ACTION F TEBT	STRUMENTATION-A/B CLEMETRY SET AND TRANSOL A FAILURE MODE-ELECTRICAL ANBAN 50-7-72 DATED 643 CORRECTIVE ACTION-MOME.	
8 UG-1	LE EFF CTIVE MANGE	ENTATI RY SET RE MOD N OPEN	CTIVE 16H TE RE REH ENTATI	75 200 05 21 20 05 21 20 0 21 20 0 22 0	ENTATE RY BET 10-7-1 10-7-1	
	VEHICLE EFF CORRECTIVE RING CHANGE	INSTRUMENTATION-A/B TELEMETRY SET AND T ERS FAILURE MODE-ELEC E TO AN OPEN 100,0	CORRECTIVE ACTION CENT MICH TEMPERATI ERS WERE REMOVED FI INSTRUMENTATION-A/B TELEMETRY SET AMD TI	FALURE WE THE DEBY ALTY TEST & CORRECTIVE CORRECTIVE CORRECTIVE	INSTRUMENTATION-A/B TELEMETRY SET AND TE ERS FAILURE MODE-ELEC VANSAN 10-T-TE DATI CORRECTIVE ACTION:	

CORRECTIVE ACTION-THE FAILURE MAS NOT CONFIRMED. FIELD PERSONNEL WERE RESULSTED TO NANDLE TRANSDUCERS MORE CAREFULL

DEMERAL BYNAMICS

10 10N 1106

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE

MAN - 0-10	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE BITE DATE DIF THE D	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	VENDOR NAME VENDOR PART HO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAR-LV-AD-RA-ADDG	FAR 87-84800-88	SAUBES PACTORY	33	\$ERVOH1C L-84	:
FAILURE MODE-STRUCTURAL. EALED DISTORTION OF THE HI	UCTURAL. DURING FINAL CHECKOUT, THE TRANSDUCER OUTPUT EXCEEDED THE SPECIFIED VALUE. EXAMINATION REV Of the High pressure bellows, caused by Overloading.	ER OUTPUT EXCEEDED	THE SPECIFIED	VALUE. EXAM	INATION AEV	
CORRECTIVE ACTION-THE FAI TS OF THE ANALYSIS TO PREV	CORRECTIVE ACTION-THE FAILURE WAS CONFIRMED. IT WAS RESUESTED THAT APPROPRIATE PERSONNEL BE MADE AWARE OF THE MESUL S OF THE ANALYSIS TO PREVENT RECURRENCE OF THIS TYPE OF PROSLEM.	ED THAT APPROPRIATE	PERSONNEL BE	HADE AWARE OF	THE MEBUL	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	BLY-80-EA-4839-F Temerature transducer	FAR 7-61933-9	640821 WTR 1-4	1-4 YES ROSEHOUNT NO 1486	ENOUNT	2200
FAILURE MODE-CONTANINATION ON COLECT PASSING THROUGH AT ITS MERKERY FOLKEY	FAILURE MODE-CONTANINATION, THE TRANSDUCER HED AN OPEN CIRCUIT BETWEEN PIND D AND E. FAILURE WAS CAUSED BY AN UNKNO In colect passing through the protective case orifice predime asainst or nitting the wire, and beparating the wire.	AT BETWEEN PINS D. A AGAINST OR MITTIE	NO E. PAILURE M THE WIRE. A	WAS CAUSED IN SEPARATIN	THE WIRE	
CORRECT/VE ACTION-TWK, YA	CORRECTIVE ACTION-TWX, YANSAN 11-27-165, WAS RECEIVED FROM FIELD PERSONNEL STATING THAT MEMO \$32-1-1653 HAD BEEN RE Elved and was distributed to appropriate personnel.	TIELD PERSONNEL STAT	ING THAT MENO	838-1-1033	HAD BEEN RE	
IMSTRUMENTATION-A/B TELEMETRY BET AND TRAMBOUC ERB	A-93-24-4333F Transoucer	7.28 69-01003-89	3020 FACTORY 840921	DRY YES BOURNS NO	1	****
FAILURE MODE-OUT OF TOLER ERMAL PRESSURE, CAUSING OU	T OF TOLERANCE, UNIT REJECTED FOR THE STATIC ERROR BAND BEING OUT OF TOLERANCE, FAILURE CAUSE BY INT CAUSING OUTPUT TO BE SHIFTED. SOURCE OF PRESSURE UNKNOWN.	ERROR DAND BEING ON LURE UMKNOWN,	IT OF TOLERANG	f. FAILURE C	1	
CORRECTIVE ACTION-VENDOR INFORMED OF FINDINGS.	INFORMED OF FINDINGS.					
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC ERB	TAT-SLY-BD-RA-ABB1-F PAL-BURK TRANSGUCER	FAR 87-01848-9	ETT 186046	NO BOURNS NO 48611-	BOURNS 48011-0-150-75	
FAILURE MODE-BTRUCTURAL. T DAMASED DURING INSTALLAT	UCTURAL. THE TRANSDUCER HAD BEEN REPORTED AS HAVING AN OPEN CIRCUIT. ACTUALLY IT MAD BEEN PHYSICALL Installation, and was improferly dispositioned for failure analysis.	I HAVING AN OPEN CIR NED FOR FAILURE ANAL	CUIT. ACTUALL. FRIB.	7 IT MAD BEE	H PHYBICALL	

GENERAL BYNAHICS CONVAIR BIVISION

15 JUN 1966	DIFFICULTIES REVIEW-INSTRUMENTATION	ITRUMENTATION STATEN-AIRBORM	RBORNE				_
8V&TEH 8U@-8Y&TEH	TESTABLEDAT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE Date DIF	AITE TIME OIF	PRE	VENDOR NAME VENDOR PART NO	
Y 1						,	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERA	ELV-89-24-4763-C TLM CAMISTER-COMMUTATOR	#47 #41.5537-56	1740	FACTORY	768 BENDIX NO	я ў Он:	******
FAILURE MODE-ERRATIC OPER! 1 ALL BEGNEMTS. CHANNEL A ! IPEED WAB 41 REVOLUTIONS P!	PAILURE WODE-ERRATIC OPERATIOM, THERE HERE MULTIPLE DISCREPANCIES IN THIS PACKAGE, INCLUDING-CHANNEL 13 MAS MOIST (M all besments, channel a mad a variable negative sate, amd at percent impormatiom bandulth moise level. Commutator Speed mas al revolutions per becomb. Whereas 30 RPS mas expected.	IEPANCIES IN THIS PACK No at Percent impormat Pected.	AGE, INCLU	DING-CHAN TH MOIBE	HE VEL. ST	MAS MOISY O	
CORRECTIVE ACTION-WOME, FAILURE AMALYSIS MAIVED.	AILURE AMALYSIS MAIYED.						•
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	SLV-99-64-4832-F SUBCARRIER GECILLATOR DIODE	FAR 87-01607-937	**0**	FACTORY	4 CM	YES BENDIK PACIFIC NO SISLISS-AAA	23.22.22
FAILURE MODE-ELECTRICAL SI FROM DIODE CR-3(IMB4EA: M	SHORT. OUTPUT FREEDENCY WAS HISH AND OUTPUT AMPLITUDE WAS LOW. THIS WAS DUE TO GOLD FLAKING HOTOROLA) AND SHORTING.	AND OUTPUT AMPLETUDE	MAB LOW. 1	MIN WAN	JUE TO	GOLD FLAKING	
CORRECTIVE ACTION-HOME.							
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	SLV-90-E4-46879 Tramboucer	7.2.2 68-01008-83	7104	Ĕ	YES BOURNS NO	SORINE	
FAILURE MODE-UNIT REJECTEL D'THE CHARACTERIBTICS OF A	FAILUME MODE-UNIT REJECTED FOR ERRATIC OPERAYION, FAILUME COMPIRMED; BUT ERACT CAUSE COULD NOT BE DETERMINED. IT HA) The characteristics of a resistiye film or particle om the winding.	CONTINED, BUT EXACT THE WINDING.	CAUSE CO.	A.D NOT BE	. OETE	ININED. IT HA	
CORRECTIVE ACTION-CAUSE N	MOT DETERMINED. NO CORRECTIVE ACTION TAKEN.	TION TAKEN.					
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	8LV-99-24-4783-F Detector-potentiometer	# - # # # # # # # # # # # # # # # # # # #	810018	FACTORY		YES SPECTHOL.	
FAILURE MODE-ELECTRICAL OF	ICAL OPEN, POTENTIOMETER R-8 MOULD MOT PROPERLY CONTROL OUTPUT VOLTARE, FAILURE WAS CAURED BY PO ; electrically open, potentiometer R-6 mas damased during absended at the vendors factory.	FROFERLY CONTROL OUTPUT VOLTAGE, FAILURE WAS CAUSED I WAS DAMAGED DURING ASSEMBLY AT THE VENDORS FACTORY.	BBENBLY A	HE. FAILUM	T KAS	CAUSED SY FOACTORY.	
CORRECTIVE ACTION-BPECTRO	PECTACL MOREL SO 108 KILO-HOMS BIZE (PR 88-78883-11) WAS DECLARED INACTIVE POR NEW DESIGN AFTER	** 66-75265-11) WAS DE	CLARED IN	ICTIVE FO	ž	OCESSE AFTER	
				,		PA6E 0120	_

GENERAL BYNAMICS COHVAIR DIVISION

****	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRBORNS	UMENTATION SYSTEM"A	IRBORNE				
87876 A B UB - 8 - 8 - 8 - 8 - 8 - 8 - 8 - 8 - 8 -	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE PRI	# 6 * 5	VENDOR HANE	2
FCB. 15, 1843.							•
HSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC R	LV-88-E4-4787 RESULATOR ASSEMBLY CIRCUIT BOARD	7AR 68-55587-5	640911	FACTORY	1 2		******
FALLURE KJOE-BHORT (ELECT) M MAB MEABURED BETWEEN TERN DER BPLABH BHORTIMS TWO PRA	FAILURE KJOE-BHORT (ELECT). THE OUTPUT VOLTAGES WERE MEABURED TO BE 78.26 AND 6.75 VOLTS AC. A RESISTANCE OF 6.5 OH H war measured between terhimals: And 6. The Resistance should read open. Soth Failure symptoms were caused by a sol Der splasm shortims two printed circuit Lands together.	ED TO BE 73.26 AND LD READ OPEN. BOTH	6.78 VOLTS FAILURE BY	AC. A RE	38187A	RESISTANCE OF G.S OH WERE CAUSED BY A SOL	* * * * * * * * * * * * * * * * * * *
CORRECTIVE ACTION-MANUFACT TO INFROVE GUALITY CONTROL	CORRECTIVE ACTION-MANUFACTURING PROCESS CONTROL PERSONNEL WERE SHOWN THE FAILURE AND 178 CAUSE. THEY WERE CAUTIONED To improve quality control	TRE SHOWN THE FAILU	RE AND 178	CAUBE. 1	7	ERE CAUTION	2
HSTRUMENTATION-A/B FELEMETRY ACT AND TRANSDUC D	SLV-88-24-4823-F DETECTOR-POTENTIONGTER	FAR 69-11116-1	016070	FACTORY	* * * * * * * * * * * * * * * * * * * *	YES SPECTROL. YES HODSO .	0.5440
FAILURE MODE-ELECTRICAL OF MIERMITTENT OPEN IN WIRE UK	FAILURE MODE-ELECTRICAL OPEN, DEMOJULATOR 88-51110-5 HAD A FLUCTUMTICA IN OUTPUT AS THE UNIT WARNED UP, DUE TO AN MTERMITTENT OPEN IN WIRE WOUND POTENTIONETER IN AS DETECTOR 68-11118. (ADDITIONAL FAILURES DOCUMENTED IN FAR),	FLUCTUATICA IN OUTP 69-11116. (ADDITION	UT AB THE I	MET WARM	750 UP	. DUE TO AN N FAR).	*
CORRECTIVE ACTION—THE POTE ENT HIGH TEMPERATURE INSPEC RD MERE REMOVED FROM THE PE	CORRECTIVE ACTION-THE POTENTIONETER NANUFACTURER- (1) FOUND AND CORRECTED A FAULTY FIXTURE (8) INITIATED A 100 PERC Nt migh temperature inspection. Ecp 3434 was approved for an improved potentioneter, spectrol model 60 fotentionete 8 mere removed from the perferred parts list and the 100.000 cmm bize mas declared inactive for mew design.	FOUND AND CORRECTED A FAULTY FIXTURE (E) INITIATED A 100 PERC FOR AN IMPROVED POTENTIOMETER, SPECTROL MODEL 4G FOTENTIOMETE 100+000 CHM BIZE MAS DECLARED INACTIVE FOR MEW DESIGN.	ULTY FIXTU Weter. BPE Ared inacti	IE (E) IN TROL HOD IVE FOR H	11 T LAT	ED A 100 PE FOTENTIONE SIGN.	5 F
INSTRUMENTATION-A/B FELENCIRY BET AND TRANSCUC D	8LV-88-24-48E3-F DETECTOR-D100E	FAR 69-11116-1	640810	FACTORY	7E3 7	VES TEXAS INSTR- VES 6150	•
FAILURE MODE-ELECTRICAL OFEN. EN DUE TO AM INTERMITTENT OPEN 3.	FAILURE MODE-ELECTRICAL OPEM, DEMODULATOR 69-11110-5 HAD A FLUCTUATION IN OUTPUT AS THE UNIT WARKED UP, MAY MAVE BE m due to am intermittent opem 'n the A-5 cr-5 diode im as detector 60-11160. (Abbitional Pailures Documented im Par	FLUCTUATION IN OUTP EFECTOR 68-11118. L	UT AB THE .	MIT WARU FAILURES	000 c	. MAY MAVE MENTED IN F	<u> </u>
CORRECTIVE ACTION-IMPRECTI	CORRECTIVE ACTIOM-IMPPECTIONBUPERVISION NOTIFIED MANUFACTURING PERBONNEL.	ING PERBONNEL.					
MSTRUMENTATION-A/B Elemetry bet and transduc d ab	8LV-99-26-4822-F Detector-Potentioneter	FAR 60-11118-1	840910	FACTORY	# P	SPECTROL MODED	
FAILURE MODE-ELECTRICAL OF EL-A DEBMENT RD. THIB WAS D	FAILURE MODE-ELECTRICAL OPEN. DEMODULATOR 88-11118-5 INDICATED A VARIATION IN OUTPUT OF SUBCARRIER OSCILLATOR "MANN Lambered 89. This was due to an open wire wound potentioneter irs) in the detector.	NETCR (RS) IN THE DI	DUTPUT OF I	USCARIE	98 #	ILLATOR THA	
						PAGE DIRE	E

SENERAL DYNAHICS CONVAIR DIVISION

11 10H 1144

SIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM SERORS

	UNTILICITIES REVIEW-INSCRENTATION STRUCKS ALBORNE	MENTATION SYSTEM'A	RBORNE				1
STRTEM SUB-STREM	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUNBER	VEHICLE BITE PRI VENDOR MANE DATE DIF TINE DIF OTH VENDOR PART NO	BITE PRI	II VENDOR HANE H VENDOR PART	MANE PART NO	
CORRECTIVE ACTION-THE POI CENT HIGH TEMPERATURE INSE	CORRECTIVE ACTION-THE POTENTIONETER MANUFACTURER, (1) FOUND AND COARECTED A FAULTY PINTURE, (8) INITIATED A 100 PER Ter high temperature inspection, for 8.48 APRIOVED POR AN IMPROVED POTENTIONETER, SPECTROL MODEL 60 POTENTIONET	AND CORRECTED A PAIN IMPROVED POTENTIAL	ALTY PEXTURE METER, BPEC	(E) INI	TIATED A	100 PER 1710HET	:
INSTRUMENTATION-A/B FAR-LY-99-24-4938-7 TELEMETHY BET AND TRANSDUC PRESSURE TRANSDUCER ERS	FAR-LV-80-84-4886-7 PAESSURE TRANSDUCER	FAR 87-01848-7	010010	FACTORY YES	YES BOURNS NO 42011-0-100-78	100-78	**
FAILURE WODE-OUT OF TOLER CEEDED. FUATHER TESTS AND	FAILUME WODE-OUT OF TOLERANCE. THE PART WAS REJECTED IN THE STANDARDS LAS BECAUSE THE STATIC EAROR BAND HAD BEEN EX CEEDED. FUATHER TESTS AND EXAMINATION REVEALED NOTHINS AS A CAUSE OF THE FAILURE.	STANDARDS LAS BECAL Saube of the failure	JAE THE STAT	IC EAROR	BAND HAD	EEN EX	· ,
CORRECTIVE ACTION-THE FAI	CORRECTIVE ACTION-THE FAILURE WAS COMFIRMED, NO CORRECTIVE ACTION COULD BE TAKEN BECAUSE THE REASON FOR FAILURE WAS	ICTION COULD BE TAKE	IN BECAUSE TO	HE REASON	FOR FAIL	ME WAS	
INSTRUCENTATION-A/B BLY-59-24-4023-F TELEMETRY SET AND TRANSDUC REGULATOR: TRANSISTOR ERS	BLV-19-24-4023-F REGULATOR: TRANSIBTOR	FAR 60-11117-1	640910 FA	FACTORY VE VE	VES TEXAS INSTR. VES		9 3 0 9
FAILURE MODE-ELECTRICAL C RMB3G TRAMB18TOR (42) IN	FAILUME MODE-ELECTRICAL OPEM. DEMODULATOR 89-11118-3 HAD A FLUCTUATION IN OUTPUT AS UNIT WARMED UP. POSSIBLY DUE TO RHOSO TRANSLATOR (82) IM AL VOLTAGE REGUEATOR 80-11117. (ADDITIONAL FAILUMES DOCUMENTED IN FAR).	LUCTUATION IN OUTPI HITIONAL FAILURES DE	JI AS UNIT W. Scumented in	RARD UF.	POSSIBLY	DUK 10	
CORRECTIVE ACTION-INSPECT	CORRECTIVE ACTION-INSPECTION SUPERVISION NOTIFIED NANUFACTURING PERSONNEL.	IING PERSONNEL.					
INSTRUMENTATION-A/B BLV-A0-24-47COF TELEMETRY DET AND TRANSDUC YEN CAMISTER-RESISTORS ERB	8LV-A\$-24-47CAF TLM CAMISTER-RESISTORS	FAR 69-11500-615	7105 FA	PACTORY YES	VES BENDIX NO		******
FAILUME MODE-OUT OF TOLER DIVIDEM FINED-BAN NEBISTO MT. ELIMINATED ALL MOIDE O	FAILURE MODE-OUT OF TOLERANCE, EXCEBBIYE M718E OSCILLATION MAB NOTED ON CHANNELB B THROUGH B. CHANGING THE VOLTAGE Divider fixed-bias resistors so bias voltage for the preguent-multiplying varietor diodes was reduced about B perce MT. Eliminated all moise oscillations. Failure was caused by too high a bias voltage.	AB NOTED ON CHANNEL T-HUL-TIPLYING VARAC TOO HIGH A BIAB VON	A S THROUGH TOM DIODES : TASE.	B. CHANG	ENS THE W	ALTAGE FERCE	
CORRECTIVE ACTION-A DEBIG	CORRECTIVE ACTION-A DESIGN REVIEW WILL BE MADE BY THE MANUPACTURER IN THE WEAR FUTURE TO DETERMINE AREAS FOR POSSIS E SWEROVEWENT.	CTURER IN THE MEAN	FUTURE TO DE	TERMINE	AREAS FOR	POSSIB	

SEMERAL DYNAMICS CONVAIR DIVISION

A444 WUL 1

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	DIFFICULTIES REVIEW-INSTRUMENTATION STRIKE-ALBOTHE	CHENTATION STRIKES	1 1 0 0 1 M				
8787EH 8UR-878TEH	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PARY MUNDER	VEHICLE DATE DIF	81TE TINE 01F	- X	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B LV-AS-E4-4 TELEMETRY SET AND TRANSDUC OSCILLATOR ERS	LV-AB-E4-4778-C OSCILLATOR	FAR 7-61408-631	01810 010000	FACTORY	VES BENDIX NO 104196	BEN01X 1041968-1-8	•
FAILURE MODE-OUT OF TOLER CORRECTIVE ACTION-WOME, F	FAILURE MODE-OUT OF TOLERANCE, CHANNEL A BIGHAL FREGUENCY WAS REPORTED TEM PERCENT OUT OF BAND. CORRECTIVE ACTION-WOME, FAILURE ANALYBIS WAIVED BY BLY RECIABILITY CONTROL.	AB REPORTED TEM PER. ABILITY CONTROL.	ENT 041 0				
INSTRUMENTATION-A/B CT-99-E4-519 TELEMETRY SET AND TRANSOUC FOWER SUPPLY ERS	CT-98-24-3196 POWER SUPPLY	FAR 87-18991-3	640906	FACTORY	768 BENDIX NO 194817	BENDIX 1548173-2-A	•
FAILURE MODE-OUT OF SPECIFICATION. TH TOR POINT INDICATED FLUS 1.460 VOLTS OF OVERED DURING TESTING OF THE POWER SUPP OF VERFIELD, SINCE THE NEXT ASSEMBLY THE NEXT POWER SUPPLY.	FAILURE MODE-OUT OF RECIFICATION. THIS POWER SUPPLY WAS REJECTED WHEN ITS SUBCARRIER-OSCILLATOR PLATE-VOLTAGE MONI OVERED DURING FIRED PLUS 1.48D VOLTS DC. THE VOLTAGE REQUIREMENT IS PLUS 1.411 TO PLUS 1.489 VOLTS DC. THIS WAS DISC OVERED DURING FERTIME OF THE POWER SUPPLY NEXT ASSEMBLY P/N SS-13537-855 PER EOF 53-330-87-8. REPORTED FAILURE WAS N OF VERFIED. SINCE THE NEXT ASSEMBLY TELEMETER WAS NOT RECEIVED FOR ANALYSIS, NO REASON COULD SE DISCOVERED TO EXPLA	JECTED MHEN 1TB BUBN MENT 18 PLUB 1.411. 88-18587-855 PER CO VED FOR AMALYSIS. N	ARRIER-OF FO PLUS 1. 55-350-8	CILLATOR 489 VOLTI 7.8. REP OULD BE 8	PLATE DC.	-VOLTAGE MONI FHIS WAS DISC FAILURE WAS N ERED TO EXPLA	
CORRECTIVE ACTION-IT IS RECONNENDED TE ES ARE INVOLVED, FAILURE NOT CONTINHED, INSTRUMENTATION-A/B A-99-E4-4606F	CORRECTIVE ACTION-IT IS RECOMMENDED TELEMETRY TOP PACKAGE BE SENT FOR FAILURE AMALYSIS MMENEYER FOWER SUPPLY FAILUR STRUMENTATION-A/B A-99-E4-4004F FAR 840905 FACTORY YES APPLIED COMPON	E SENT FOR FAILURE.	MALY878 1	MENEVER I	ONER VES A	OMER BUPPLY FAILUR	
TELEMETRY 84.7 AND TRANSDUC LIMITER FILTER, INDUCTOR ERS FAILURE MODE-OUT OF TOLERANCE, OUTPUT VOLTAGE MAS PUT MASDETERMINED TO SE DUE TO A CHAMSE IN INDUCTA /A 87-12662-8 FILTER,	ELEMETAT SE, AND TRANSDUC LIMITER FILTER, INDUCTOR 27-01283-5 AS FAILURE WODE-OUT OF TOLERANCE, OUTPUT VOLTAGE WAS 0.0145 VOLTS AC. A MIMINUM OF 0.020 VOLTS AC IS REQUIRED. LOW OUT PUT WASDETERHINED TO BE DUE TO A CHAMEE IN INDUCTANCE OF THE COILS. THIS WAS DUE TO INFROFER DURING AFTER POTTING. N A 27-12642-3 FILTER.	ET-01295-5 LTS AC. A MINIMUM OF COLLS. THIS MAS EU	0.020 VC	FER DONN	RO EI REGU K AFTI	ENTS. LOM OUT TER POTTING. N	
CORRECTIVE ACTIOM-BANDPAS D MANUFACTURING PROCESSES	CORRECTIVE ACTIOM-BANDPASS FILTERS IN STOCK AND SPARES WERE CURED AND RETESTED. THE MANUFACTURER OF THE COIL CHANGE D manufacturing processes to include curing at 160 debres p.	CURED AND RETESTED	, THE MANU	FACTURER	9	E COSL CHANGE	
INSTRUMENTATION-A/B 68C-2087 FELEWETRY SET AMD TRANSOUC TEMPERATURE TRANSOUCER IRS	69C-2037 Temperature tramsducer	UTP-PRT 7-01658-8	204078	3/09	VES LEWIS NO 36834	108348	
FAILURE WOOK CONTANINAT NECONNS. APPEARS TO BE DU LATION REABSTANCE OF 12 NE URED AT & NECONNS. THE REG	FAILURE WOR COMTANIMATION. THE OBSERVED INSULATION RESISTANCE WAS A MERONNS AT 800 VDC REGUIRED RESISTANCE IS SO MECONNS. APPEARS TO BE DUE TO EFFECT OF WOISTURE ON MANKSTUN OXIDE INSULATION. A RECHECK ON 9-10-64 SHOWED AN INSULATION RESISTANCE OF SERMENT -S TO PIN -F WAS HEAD UMED AT S MECONNS. THE UM: " WAS CLEARED AND THE INSULATION RESISTANCE OF ELEMENT -S TO PIN -F WAS HEAD UMED AT S MECONNS. THE RESULFEMENT IS SO MECONNS. SAN ASSECTED.	TANCE MAS A MESONINS UM OXIDE INSULATION E INSULATION RESIST N 4846485.	AT BOD VO , A RECHEC INCE OF EL	C REGULAL K OK 9-1 EMENT -9	10 ME 8 10 ME 8 10 ME 8	ISTANCE IS BO HOWED AN INBU H -F WAS MEAS	

9901 mar 91

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

SUB-STEN	TEST/REPORT NUMBER FAILED COMPONENT MAME	DIF DATA BOUNCE PART NUMBER	VEHICLE SITE	SITE PRI	VENDOR NAME VENDOR PART NO	

INSTRUMENTATION-A/B A-99-EATELEMETRY SET AND TRANSDUC BANDPASERS	OCK OF THESE TRANSDUCERS RETURNED TO VENDOR /LEWIS/ FOR RE WORK. A-58-E4-4788-C FAR 840501 F. BANDRASS FILTER 87-01858-S	TO VENDOR /LEWIS/ F. FAR 87-01895-9	GARE WORK.	24 YES	APPLIED COMPONENTS AC13030-5	8 8 8 8 8
FAILURE MODE-OUT OF TOLERANCE, O ERB MAB CAMELED BECAUSE PREVIOUS	ANCE. OUTPUT WAS GREATER THAN THE MAXIMUM ALLOWED. FAILURE ANALYSIS OF THESE BANDFASS FILT Revious analysis smowed failure in this mode was caused by improperly cured inductors.	MAXIMUM ALLOMED, FA. 1 This most was causi	ILURE AMALYBIS ED BY IMPROPERI	OF THEM.	BANDPASS FILT INDUCTORS.	
CORRECTIVE ACTION-60/C 185UED BU INSTRUMENTATION-A/B BLV-99- TELEMETRY SET AND TRANSDUC DETECTO ERS	CORRECTIVE ACTION-60/C 185UED BURVEY INSTRUCTION 116-64. STRUMENTATION-A/B BLV-89-24-4766-F LEMETRY SET AND TRANSDUC DETECTOR-FOTENTIONETER 8	FAR 69-11118-1	640831 FACTORY	- 1	YES SPECTROL NO HODGO	9 8 4 10 11
FAILURE MODE-ELECTRICAL OPEM. OU 0.005 YOLTS DC. FAILURE MAS CAUSE OPERATING TEMPERATURE.	FAILURE MODE-ELECTRICAL OPEM, OUTPUT COULD NOT BE ADJUSTED TO THE SPECIFICATION RESUIREMENT OF S.DDD .005 Volts DC. Failure was caused by potentiometer R-6 openime electrically when the detector warmed Perating temperature.	TO THE SPECIFICATION	N REGULACIONENT (EN THE DETECTOR		S.DDO PLUS OR MINUS MARKED TO THE HORMAL	
CORRECTIVE ACTION-SPECTROL MODEL RUARY 15, 1963,	L MODEL 60, 188 KILOKH BIZE (PMBS-71283).BII)MAS DECLARED INACTIVE FOR MEW DESIGN AFTER FEB	.73£63.0187WAB DECLAI	PED IMACTIVE PO	10 ASK 81	BIGM AFTER FED	
INSTRUMENTATION-A/B GOA-APTELENETAY BET AND TRANSDUC WIRING	60A-AFZ64-062/D1-801-00-36 WIRING	FLIENT	36F WTR 640031	2 8		
FAILURE MODE-PREMATURE OPERATION, UK TO ERROMEOUS MIRING TO THE BECO	ERATIOM. START OF THE TIME TRANSPOSITION TELEMETRY (TIT) SYSTEM WAS PREMATURELY INITATED THE SECO ENABLE INSTEAD OF THE SECO SIGNAL.	BITION TELEMETRY (T.	IT) SYSTEM WAS	PREMATUR	ELY INITATED D	
SYSTEM EFFECT-IMPROPER DISCRETE INED DURING THE TELEMETRY BLACKON WINIGHT STREET, MANAGEMENT STREET, MANAGEM	SYSTEM EFFECY-IMPROPER DISCRETE SIGNALS. DUE TO THE ERROMEOUS START SIGNAL: THE DESIRED TELEMETAY DATA WAS NOT OBTA INED DURING THE TELEMETRY BLACKOUT ASSOCIATED WITH SOOSTER JETTISON. VEHICLE FEBECT-MALE	UB START SIGNAL: THI ETTIBON:	C OCSIRCO TELEN	ETRY DAT	A MAS HOT OBTA	
COFRECTIVE ACTION-PROCEDURES WERE	TES WERE INITIATED TO ENSURE PROPER WIRING TO START SIGNAL.	R WIRING TO START 8	I GHAL.			
						4
					PAGE 0124	

11 JUN 1165

	DIFFICULTIES AEVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	BUMENTATION SYSTEM"A	IRBORNE			
BUS-STER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	TINE DIF OTH	PRE VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B LV-00-E TELEMETRY SET AND TRANSDUC TRANSDU ERS	LV-88-E4-4613F TRANSDUCER	74R 7-01788-8	3535	FACTORY	TES BOURNS	**************************************
FAILURE MODE-OUT OF TOLERANCE. BLE WIPER.	TANCE. UNIT REJECTED FOR ERRATIC OPERATION. FAILURE CAUSED BY UNGALANCED TENBION ON THE DOU	PERATION. FAILURE CA	UBEO BY W	BALAMCED	TENBIOH ON THE DOU	·
CORRECTIVE ACTION-IN JUNE 1863	E 1843 THE VENDOR STARTED 100 PERCENT WIPER TENSION INSPECTION.	ENT WIPER TENBIOH IN	SPECTION.	·		
INSTRUMENTATION-A/B FAR-SLV-A9-E4-A804 TELEMETRY SET AND TRAISSOUC POSITION TRANSOUCER ERS	FAR-SLV-A8-24-4804 POSITION TRANSDUCER	FAR E7-0:616-7	7104 640628	FACTORY	YES SERVONIC NO 5031-0107	121608
FAILURE MODE-OUT OF EXPECTED TES D NOT BE ADJUSTED. AND AN OPEN MA ADJUST IS ATTRIBUTED TO THE TRAN TRANSDUCER MAS IN THE ZERO OUTPUT	ITED TEST VALUE, THE TRANSDUCER REPORTEDLY FAILED DURING ADJUSTMENT ON THE VEHICLE, IT COUL OPEN WAS REPORTED, FUHCTIONAL TESTS ON THE TRANSDUCER REVEALED NO DEFICIENCIES, FAILURE TO THE TRANSDUCER BEING IN THE BUSSED REGION, THE COEN CIRCUIT WAS PROBABLY REPORTED WHEN THE	PORTEDLY FAILED DURI TB ON THE TRAMSDUCER REGION, THE GPEN CI	KG ADJUST) REVEALED RCUIT WAS	ENT ON TO NO DEFICE	E VEHICLE, IT COUL ENCIES, PAILURE TO REPORTED WHEN THE	
CORRECTIVE ACTION-THE FAILURE HA	ILURE HAS HOT CONFIRMED. NO CORRECTIVE ACTION WAS TAKEN.	TIVE ACTION WAS TAKE	ż			
INSTRUMENTATION-A/B SLV-\$9-24-4631-F TELEMETRY SET AND TRANSDUC SUGCARRIER OSCILLATOR ERS	SLWCARRIER OSCILLATOR	FAR 27-01607-115	640327	FACTORY	YES BENDIX-PACIFIC NO 8151153-86	993230
FAILURE MODE-OUT OF TOLERANCE, F SENSITIVITY CONTROL THE FREGUENCI ESE CONTROLS,	AMCE. FREGUENCIES OF THE OSCILLATOR WERE LOWER THAN SPECIFIED. BY ADJUSTING FREGUENCY AND IEQUENCIES WERE BROUGHT WITHIN SPECIFICATION. 6D/C PERSONNEL ARE NOT PERMITTED TO ADJUST TH	OR MERE LOWER THAN S CIPICATION, 60/C PER	PECIFIED. BONNEL ARI	BY ADJUST HOT PER	ING FREQUENCY AND SITED TO ADJUST TH	
CORRECTIVE ACTION-MOME,						
IMSTRUMENTATION-A/B SLV-59-84-, TELEMETRY SET AND TRANSDUC TRANSDUCER ERS	#LV-99-84-4801F TRANSOUCER	7AR 7-01033-5		FACTORY	YES ROSEMOUNT NO 1490	\$ 0 a 2 a a
FAILURE MODE-UMIT REJECTED FUR	O FOR OUT-OF-TOLERANCE, (LOW) INSULATION RESISTANCE, FAILURE NOT CONFIRMED.	ULATION RESISTANCE.	FAILURE W	T COMFIR	, O	
CORRECTIVE ACTION-PAILURE NOT	NOT CONFIRMED. NO CORRECTIVE ACTION TAKEN.	IOH TAKEN.				
					PAGE 0125	

GENERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION STRIKM-AIRBORNE

BVBTCH BUB-BYBTCH	TESTARCHON NUMBER DIF DATA SOURCE VEHIC FAILED COMPONENT NAME PART HUMBER DATE	DIF DATA BOUNCE PART HUNDER	VEHICLE DATE DIF	817E 71NE DIF	1 E 0	VENDOR NAME VENDOR PART NO	<i>-</i>
INSTRUMENTATION-A/B FAR-LY-88-24-4787-F TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER	FAR-LV-88-84-4787-F PRESSURE TRANSDUCER	7AR 47-41306-89	355-0 640626	:	* 9	BERYONIC N-172-8	***************************************
FAILURE MODE-OUT OF TOLER MATION REVEALED THAT THE R	TOLERANCE, DURING A DPL TEST, THE PART WAS READING LOW IN THE LOWER PORTION OF 17S RANGE. EXAMS THE RESISTIVE ELEMENT WAS WORN IN THE APPECTED RANGE, FOR A RELATED CASE, SEE PAR-LV-SD-24-4844	WAS READING LOW IN APPECTED RANGE, FOR	THE LOWER A RELATED	PORTION (RANCE. EXAMS. V-8D-24-4844	
CORRECTIVE ACTION-THE FAI	E FAILURE WAS CONFIRMED. AS A RESULT OF I VALIDATION INSPECTION THAN BEFORE.	F THIS PROBLEM: THE TRANSDUCER CALIBRATION CYCLE WAS CHAN	TRANSDUCE	CALIBRA	130# 67	TCLE MAS CHAN	
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSOUC ERB	PET-1P-E-0364.3A PRESSURE TRANSOUCER	U19-PET RT-01845-9	940981	FACTORY	2 Q	COLVIN 401-A-13-79	19204
FAILUME MODE-COMTAMINATIO BHIFTIMG, THE FAILUME MAS T.	FAILUME MODE-COMTAMINATIOM. DURING K-AXIS VISRATIOM, THE UMIT EXHIBITED AN OUT OF TOLERANCE OUIPUT WITH SPIKING AND Smifting. The failure was comfirmed due to a mon-combuctive particle attached on the element at the 3D percent Poin	MIT EXHIBITED AN GUT E PARTICLE ATTACHED	OF TOLER!	MCE OUTPL	74 MI TI	PERCENT POIN	
CORRECTIVE ACTION-60/C RETURNED PET LOT 2 OCK AND RE-TESTED TO SPECIAL VIBRATION TEST		TO THE VENDOR. ALL TRANSDUCERS OF THIS P'N AND VENDOR WERE PURGED FROM B PRIOR TO USE.	18 P/N ANG	VENDOR 1	ERE P	MGED FROM 81	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC GRS	SLV-A9-24-4719-F DIFFERNTIAL PRESSURE TRANSDUCER	FAR 27-01052-55	7102	FACTORY	3 3	W1ANCKO 84103-R1	0.00
FAILURE MODE-OUT OF SPECI R WAS MIMUS ES PERCENT. IT	FAILURE WODE-OUT OF SPECIFICATION. TRANSDUCER WAS FOUND TO BE IN ERROR. IT WAS RENOVED AND CALIBRATED. MAXIMUM ERRO R was mimus so percent. It was comcluded that it had been overpressurized or damaged by shock.	BE IN ERROR. IT WAS VERPRESSURIZED OR DA	RENOVED A	NO CALIBA	ATED.	MAXIMUM ERNO	
CORRECTIVE ACTION-FINAL A MSTRUCTED TO TAKE GREAT CA	CORRECTIVE ACTIOM-FINAL ASJEMBLY, HISSILE CHCCKOUT, RECEIVING-IMSPECTIOM, AND MSTRUCTED TO TAKE GREAT CARE IN HANDLING; INSTALLING AND TESTING TRANSDUCEPS,		STANDARDS LABORATORY PERBONNEL	LABORATOR	A PCR	TOWNET MERE T	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC	РТАВ461/PE-4CO-01-198 Сомнитатов	COMPOSITE-B FACT	1930	*	\$ Q	YEB 1838483-33 NO	•
FAILURE MODE-ERRATIC OPER	OPERATIOM. R.S RPS COMMUTATOR WAS CHAMBING SPEED BETWEEN B.1 AND B.4 RPS.	MEING BPEED BETWEEN	8.4 And 8.				
SYSTEM EFFECT-IMPROPER AN	CR ANALOG SIGNALS.						
						PACE DIRE	

SEMERAL BYNAMICS CONVAIR BIVISION

PETCH LIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

	DIFFICE THE RECIPETACERTACION STRUCTOR	UNENTATION BYBTEN'A	IRBORNE				
878TEM 8U8-878TEM	TEBT/REPORT HUMBER PAILED COMPONENT HAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DATE DIF	817E TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	HANE	
VEHICLE EFFECT-HOKE.							*******
CORRECTIVE ACTION-CHANGED	-CHANGED COMMUTATOR MOTOR IN MF 1.						
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC ERS	FAR-LY-85-RA-4763-F ACCELEROMETER TRANSDUCER	FAN 7-01413-5	440818	FACTORY	YES BORS-WARNER NO 8747-8	INCE	•
FAILURE MODE-OUT OF TOLER THE CAUSE OF FAILURE WAS R A CHAMGE IN BUPPORT DING	FAILURE MODE-OUT OF TOLERANCE, THE OUTPUT PREDUENCY OF THIS VIBRATING WIRE TRANSDUCER MAS BELOW THE SPECIFIED VALUE. THE CAUSE OF FAILURE WAS NOT ESTABLISHED, BUT COULD MANE BEEN THE RESULT OF ASING EFFECTS OF THE VISRATING MIRE, OR A CHANGE IN SUPPORT DIMENSIONS, OR EXCESSIVE CROSS-AXIS ACCELERATION.	VIBRATING WIRE TRA EEK THE REBULT OF A CELERATION.	HBDUCER WA	18 BELOW 1	HE SPECIFIES VIBRATING V	VALUE JIRE, O	
CORRECTIVE ACTION-THE FAI	CORRECTIVE ACTION-THE FAILURE MAS CONFIRMED, SURVEY IMSTRUCTION 311-84 DATED 840914 REMOVED ACCELEROMETERS BELOM S/ 1 E1G FROM STOCK: STORES, AND MISSILES FOR INSPECTION AND TESTING.	TION SEL-64 DATED 4	140814 RENC	VED ACCEL	ERCHETERS BI	ELOW 87	
INSTRUMENTATION-A/B TELEMETRY BEY AND TRANSDUC FRB	FAR-BLW-A9-24-4803 POSITION TRANSDUCER	FAR 69-01008-1	7101	FACTORY	YES SERVONIC NO SOA1-0101	# U.S.	0.000.000
FAILURE MODE-OUT OF EXPEC	FAILURE MODE-OUT OF EXPECTED TEST VALUE. THE TRANSDUCER WAS REJECTED BECAUSE THE OUTPUT WAS NOT THE EXPECTED VALUE. Cyclimg tests revealed changes in resistance; which was caused by mear on the resistive element.	REJECTED BECAUSE 1	HE OUTPUT RESISTIVE	WAS HOT T ELEMENT.	HE EXPECTED	VALUE.	
CORRECTIVE ACTION-THE FAI	CORRECTIVE ACTION-THE FAILURE WAS COMFIRMED. RAR SLV-AS-24-8407 RICCMHENDED THAT THESE TRANSDUCERS NOT BE INSTALLED Until composite testing, to prevent prenature wear on the resistive element.	ESISTIVE ELEMENT.	IAT THESE 1	RANSDUCES	18 NOT BE 1N	STALLED	
INSTRUMENTATION-A/N TELEMETRY SCT AND TRANSDUC ERS	CT-98-24-3120 COMMUTATOR NOTOR	FAR R7-01367-8	406.17	E 7.8	YES FIFTH DIMENSION NO H	1 HENS 10	70220
FAILURE MODE-ERRATIC OFER BENT MOTOR ROTOR. IN ADDI	FAILURE MODE-ERRATIC OPERATION, COMMUTATION RATE VARIED FROM 2.43 TO 2.47 RPS. FAILURE MAS APPARENTLY CAUSED BY THE Bent motor rotor, in addition, a piece of wire was smorting pins 13, 14, 18, 18. AND 17.	M R.48 TO R.47 BPB.	FAILURE :	44 44 44 44 44 44 44 44 44 44 44 44 44	INTLY CAUBED	74 THE	
CORRECTIVE ACTION-VENDOR	AND COMVAIR PERBONNEL WERE INFORMED OF THE DEFICIENCIES FOUND DURING AMALYBIB.	ID OF THE DEFICIENC	IES FOUND	URING AN	11.7818.		
INSTRUMENTATION-A/S TELEMETRY SET AND TRANSOUC ERS	A-A9-24-4781-F TLM CANISTER-MESISTOR	FAR 87-18768-011	3000 640614	FACTORY	768 80		,
FAILURE MODE-STRUCTURAL.	FAILURE MODE-STRUCTURAL. CHANNEL 11: SEGMENT 20; MAS PLUCTUATINS BETWEEM 48 PERCENT INFORMATION BANDWIDTN (IBW) AND 82 percent 184, This segment should be 100 percent 184, Pailure was caused by insufficient solden on Terminal in Pr	JATIME BETWEEN 43 PI LUNE WAS CAUSED BY	INCENT INF	MMATION (DANOWIDTH (I	BW) AND	
					44	PA6E 0127	

CONVAIR DIVISION

11 JUN 1100

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'A!	RBORNE				
BUR-BYRKE	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	AEHICEE AEHICEE	817E TIME 01F	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	9	
INTED CIRCUIT BOARD LOCATI IT TO INCREASE RESISTANCE CORRECTIVE ACTION-ALL PER UCCESSFULLY COMPLETE THE N	INTED CIRCUIT BOARD LOCATION L-1. THERNAL FLEXING BETWEEN THE RESISTOR LEAD AND 178 TERMINAL CAUSED THE BRIDGE CIRCUIT TO INCREASE RESISTANCE AND LOADS THE PERCENTASE ISM USED BY THE SEMBOR. CORRECTIVE ACTION-ALL PERSONNEL NOW INVOLVED IN THE SOLDERING OF THIS PRINTED CIRCUIT BOARD MUST BE CERTIFIED AND & UCCESSFULLY COMPLETE THE NASA APPROVED BOINGRING SCHOOL COURSE.	I RESISTOR LEAD AND IT THE SENSOR. 46 OF THIS PRINTED (HID TERMI	MAL CAUSE ARD HUST	D THE BRIDGE BE CERTIFIED	3 +	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	FAR-LV-90-24-4780 PRESSUR TRANSOUCER	FAR 67-63800-033	110079	FACTORY	YES SERVONIC NO DS4	•	9 S B B B B B B B B B B B B B B B B B B
FAILURE MODE-STRUCTURAL. ASSEMBLY: THE MIPER ARM MA TOO LIGHT A PRESSUME OF ME	URAL, DURING LAS TESTS, THE TRANSDUCER WAS REJECTED SECAUSE OF SPIKING ON THE RECORD. DUMING DIS Arm was bent, after straightening it; the spiking was eliminated. Probabile cause of Failure was ; of wiper arm on the mambrel,	NS REJECTED SECAUSE E SPIKING WAS ELIMIN	OF SPEKIN	DABLE CAU	RECORD. DUNIN ME OF FAILURE	* 6 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	
CORRECTIVE ACTION-THE FAIL VERIFICATION OF THE CAUSE	HE FAILURE MAS COMFIRMED. NO CORRECTIVE ACTION WAS TAKEN BECAUSE THE WIPER ARM DAMAGE PRECLUDED Cause of Failure.	ICTION WAS TAKEN BEG	AUSE THE	VIPER ARK	DAMAGE PRECL	a	
INSTRIMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	LV-89-24-480SF Transoucer	7AR 7-01781-8	1960	FACTORY	YES BOURNS NO	•	•
	EJECTED FOR ERRATIC OFERATION.						
1	AILURE NOT CONFIRMED. NO CORRECTIVE ACTION TAKEN.	A TAKEN.			4.7	1	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FRESHMING TICK CAZIBION	69-51800-601		FACTORY	49-11100-601		
FAILURE MODE-FAIL DURING M V-AXIS. THE MEGATIVE 1.E LE S OF THE 21ST ETT YISHA TO LOSS OF MEGATIVE 1.25 Y	FAILURE WODE-FAIL DURING OPERATION. TEST SPECIMEN AT SO DEGREES F TEMPERATURE AND ETT BINE/RANDOM VIBRATION LEVEL S M F-AXIS. THE MEGATIVE 1.23 VDC REFERCHCE FOR COMMUTATED CHANNELS 11: 13 AND A WAS MISSING IN THE RECOMBED PROOF CYC LE S OF THE 21ST ETT VISRATION SWEEP. CAUPED BY MOISTURE CONDENSATION ON INSIDE SURFACE AND COMPONENTS CONTRIBUTING TO LOGS OF NEGATIVE 1.25 VDC REFERENCE FOR CHANNELS 11: 18 AND A.	IEES F TEMPERATURE / WELD 11: 13 AND A V ENDATION ON INDIDE D A.	AS ETT SI AS MISSIN BURFACE A	NE/RANDOM 6 IN THE ND COMPON	VIBRATION LE RECORDED PROD ENTE CONTRIBU	1 0 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
CORRECTIVE ACTION-ADDITIO BY 40/A AND AIR FORCE FOR	CORRECTIVE ACTION-ADDITIONAL TENPERATURE CYCLES FOR PIRST ETT SPECIMEN MODIFIED TO THE LATEST CONFISURATION. ASREED BY 40/A AND AIR FORCE FOR MOISTURE PROOFING (CIC STTIS). REF. FR-654-2-370.	T 4PECIMEN MODIFIES	10 THE L	A7287 COM	FISURATION: A	19660	
					2004	PA6E 0120	

16 JUN 1966

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORNE

CT-PB-EAS-3135
SDUCKR-PRESCURK SS-01507-69
FAILURE MODE-ERRATIC OPERATION, TRANSDUCER EXHIBITED ERRATIC OUTPUT DURINGCALIBRATION AFTER BEING RENOVED FRON THE SENICLE, FAILURE COULD NOT BE CONFIRMED DUE TO THE AS- RECEIVED COMDITION OF THE TRANSDUCER, HOWEVER, ERRATIC OPERAT ON COULD HAVE BEEN CAUSED BY THE TRANSDUCER CASE NOT BEING GROUNDED WHICH WOULD RESULT IN PICKUP OF NOISE AND EXTRA ECUS SIGNALS, CAUSING CROSSTALK, FAILURE OCCURRED ON CENTAUR TEST VEHICLE SA.
TO IMPROVE TRANSDUCER CASE GROUNDING METHOD TO ASSURE
603 ERATURE TRANSDUCER-CONNECTOR
FAILURE MODE-CONTANINATION. THE PLATING ON THE ELECTRICAL CONNECTOR HAS CHIPPED ANAY IN THO PLACES. APPEARS TO BE C AUSED BY CORROSION OR OTHER CONTANINATION ON COPPER PLATING PRIOR TO BILVER PLATING. CORRECTIVE ACTION-REQUESTED VENDOR OF TRANSDUCER /LEVIS/ TO TAKE CORRECTIVE ACTION. VENDOR WILL INFROVE INSPECTION.
FAILURE MODE-OUT OF RPECIFICATION OR TOLERANCE, CHANNEL E MAB POING TO BE OUT OF SPECIFICATIONS. FAILURE ANALYSIS W S waived by alv reliability control.
FAILURE MOOE-ELECTRICAL OPEN. AN OPEN CIRCUIT WAB FOUND BETWEEN TWO PINS. EXAMINATION REVEALED BENT AND BROKEN WIRE I AT THE PLUG, CAUSED BY CARELESS MANDLING.

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORM

8787EW	TERTZEFOOT NUMBER	270170 7270 210		Г	<u> </u>	
BUS-STEN	FAILED COMPONENT NAME	PART NUMBER	DATE DIF	TINE DIF	FRI VENDOR NAME OTH VENDOR PART NO	
CORRECTIVE ACTION-THE PAIN ANDLE PARTS CAREFULLY.	FAILURE MAS CONFIRMED, FACTORY PERBONNEL WERE INFORMED	MEL WERE INFORMED OF	THE FAILURE AND		WERE CAUTIONED TO H	£ 40 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
INSTRUMENTATION-A/B LY-09 TELEMETRY BET AND TRANSDUC TELEN ERS	LV-88-24-4753-C TELEMETER CAMMISTER	FAR 55-13537-649	***********	FACTORY	YES BENDIX	
FAILURE MODE-OUT OF TOLERANCE.	INCE, CHAKNEL A MAB BIBCOVERED TO BE OUT OF SPECIFICATIONS. FAILURE AHALVBIS OF THIS PACKA	BE OUT OF SPECIFICAT	1048. FAIL	ORE ANAL'	FBIS OF THIS PACKA	
CORRECTIVE ACTION-NOME.						
INSTRUMENTATION-A/B LV-88 TELEMETRY SET AND TRANSDUC TLM C ERS	LV-88-24-4751-C TLM CANISTER	7 A 7 13 - 14 44 4 - 6 44	640803	FACTORY	YES HO	993652
FAILURE MODE-OUT OF TOLERANCE. 18 OF THIS PACKAGE WAS WAIVED B	INCE. CHAINEL 13 MAS DISCOVERED TO BE OUT OF THE FREQUENCY BAND TOLERANCES. FAILURE ANALYS	BE OUT OF THE FREELY	CHCY BAND	TOLERANCI	IS. FAILURE ANALYS	
CORRECTIVE ACTION-NOME.						
INSTRUMENTATION-A/B AGU63 TELEMETRY SET AND TRANSDUC TLM C ERS	A6U43-D01-19/FC-CO-D1-D502-D07 TLM CANISTER	COMPOST TE-FACTORY 88-13883-648	1510 r	FACTORY	YES BENDIX NO	908376
FAILURE MODE-FAIL DURING OPERA AT TIMES THE MASTER PULSE EXCEE SYSTEM EFFECT-INPROPER ANALOG	FAILURE MODE-FAIL DURING OFERATION-TELEMETRY MO.1, CHANNEL 13 INDICATED MARTER PULSE VARIATIONS OF TO 10 PCT. IBM. It times the master pulse exceeded the Low Frequency Bandedge, exact cause une wown. System effect-Improper analog signals.	19 JWJICATED MASTER E. Exact cause une no	PULSE VARI	ATIONS U	TO 18 PCT. IBM.	
VEHICLE EFFECT-COMPOSITE RESCH CORRECTIVE ACTION-THE TELEMETR	ESCHEDULED. SYSTEM AND COMPOSITE RETESTING WAS RESUIRED. Netry package was replaced.	RETESTING WAS RESULR	ė			
INSTRUMENTATION-A/B SLV-99-24-4792-F TELENETRY SET AND TRANSDUC COMMUTATOR HOTOR ERS	SLV-99-24-4792-F COMMUTATOR MOTOR	FAR 87-01656-81	640730	FACTORY	YES FIFTH DINENSIONO NO N MRXD-469	
FAILURE MODE-OUT OF TOLERANCE. COMMUTATION SP COMMUTATOR MAS TOO SMALL A TORGUE OUTPUT TO C THERMAL EFFECTS ON SEARINGS, GEARS, ETCETERA.	KED WAS FOUND CMPENBATE FOR	TO BE 4.17 APB. THE GLOSE MOTOR (PN SIAIDS) USED IN THIS MORNAL SMALL LOAD CHANGES. THESE LOAD CHANGES ARE DUE TO	SLOSE MOTO	F CPN 61/	HAMBES ARE DUE TO	
					PACE 0130	

GENERAL DYNAMICS CONVAIR DIVISION

18 1UN 1866

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM ALABORNE

	DIFFICULTIES REVIEW-INSTRUMENTATION STREEM-ALABORNE	RUMENTATION STREET	IRBORNE				
BUB-BYBEN	TEST/REPORT NUMBER FALLED COMPONENT HAME	DIF DATA BOURCE FART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	O TH I	VENDOR NAME VENDOR FART NO	
CORRECTIVE ACTION-MONE.							\$89169
IMBTRUMENTATION-A/B 68C1 TELEMETRY BET AND TRANSDUC PRES ERS.	6961849 PRESSURE TRANSDUCER	UTP-PAY 69-01003-13	640729	2/09	YE 8	BOURNS GOD4EG6304	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
FAILURE MODE-OUT OF SPECIFICATION. DURING THE PRERRORS MERE -2.08 AND -2.11 PERCENT RESPECTIVELY. DURING THE YERATION TEST. ANALYSIS REYEALED A SAPPEAR TO BE THE CAUSE OF FAILURE. 8/N 208 0505.	FAILURE WODE-OUT OF SPECIFICATION. DURING THE PROCF CYCLE BEFORE AND AFTER THE RANDOM/SINE VIBRATION TEST. MAXIMUM Errors were -2.08 and -2.11 percent respectively. Allowable error is plus or mimus 1.0 percent, spiring was observed During the vibration test. Analysis revealed a slight ring in the wire connecting sellows to wiper but this DID Hot Appear to be the cause of Failure. \$7 k 10s 0505.	BEFORE AND AFTER THE ERROR IE PLUS OR HI IN THE WIRE CONNECT	FRANDON/SI NUS 1.0 PE TING BELLON	NE VIBRAT RCENT. SP S TO MIPE	HING R	EST. MAXIMUM MAS CRSERVED This DID NOT	
CORRECTIVE ACTION-NOME.							
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	8LV-99-24-4614F TRAMSDUCER POWER BUFFLY-CAPACITOR	4 A R B B B B B B B B B B B B B B B B B B	640728	FACTORY	¥ 68		99374
FAILURE MODE-OFEN-ELECT, NO V OF A LEAD TO BOLDER AT THE JOI	FAILURE MODE-OFEM-ELECT. NO VOLTAGE MAS PRESENT AT ANY OF THE FOWER SUPPLY OUTPUTS. THIS WAS DUE TO FAULTY If a lead to solder at the joint of this lead to the plate of capacitor c-3. This capacitor is in a chopper	THE POWER BUPPLY OUT OF CAPACITOR C-3. TO	PUTS. THIS	MAS DUE OR 18 IN	10 7A A CHO	ULTY BANDING PPER CIRCUIT,	
CORRECTIVE ACTION-ECP 3434 MA RESISTORS, CAPACITORS, TRANSI	4 MAS APPROVED PROVIDING FOR REPLACEMENT OF EXISTING ELECYROMIC FARTS WITH SPECIAL GUALITY ANSISTON RELAYS, DIODES, ETC.	ACEMENT OF EXISTING	ELECYRONIC	PARTS WI	ž ž	ECIAL BUALITY	·
IMSTRUMENTATION-A/B LV-99-E4-4 TELEMETRY AET AND TRANSDUC COMMUTATOR ERS	LV-89-24-4750-C COMMUTATOR	FAR 55-13580-811	640720	FACTORY	YES #	YES BEHDIX HO	1
FAILURE MODE-FAILED DURING OF MEAR, FAILURE AMALYSIS OF THE	G OPERATION. COMMUTATOR BEGNENTS WERE FOUND TO BE UNEVEN, THEREST CAUSING EXCERSIVE BRUSH The commutator has waived by sly reliability compol.	WERE FOUND TO BE UNE	YEM, THERE	BY CAURIN	EX EX	EASIVE BRUSH	·
CORRECTIVE ACTION-HOME.		•					···
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC I	SLV-AS-24-4721-F TLM CANISTER, FUSE	FAR 60-51300-1	7103 6407£7	FACTORY	33		
FAILURE MODE-ELECTRICAL OPEN.	FEM. MEAB A 835 D WAS NOT RECEIVING 28 VOLT EXCITATION FROM J2, PIN C OF TELEMETER. FAILUR	46 28 VOLT EXCITATION	N PROM JR.	20 20 20 20	1216	METER. FAILUR	
						PAGE 0131	-1- -

18 JUN 1066

DIFFICULTIES REVIEW-INSTRUKENTATION SYSTEM-AIRBORNE

	SHOUND AND THE STATES OF THE S	UNENTATION SYSTEMS	I RBORNE		r
87816M 8U8-57816M	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA GOURCE PART NUMBER	VEHICLE BITE DATE DATE DATE DATE DATE DATE DATE DA	PRI VENDOR NAME OTH VENDOR PART NO	,,,
E CAUSED BY BLOWN FUSE, F	CAUSED BY BLOWN FURE, FUSE BLOWN BY PRODUCTION PERSONNEL WHILE TROUBLE SHOOTING OF ASSOCIATED TRANSDUCER.	HILE TROUBLE BHOOTS	NG OF ASSOCIATED TRA	NBOUCER.	10011
CORRECTIVE ACTION-PROCEDURE	URE CHANGED TO REDUCE POSSIBILITY OF	* SHORTING TELEPAK	SHORTING TELEPAK FUSES WITH CHECKOUT EQUIPHENT.	EGUITHERT.	
INSTRUMENTATION-A/B A-99-E4-4735-F TELEMETRY BET AND TRANSDUC DENODULATOR-WIRING	A-99-84-4788-F DEWODULATOR-WIRING	FAR 27-12367-8	640727 FACTORY Y	YES NO	691369
FAILURE MODE-OUT OF TOLERANCE. DC. DEMODULATCR FAILURE WAS CAUR	RANCE. OUTPUT VOLTAGE COULD NOT BE ADJUSTED TO THE REGUIRED 0.000 PLUS OR MINU AS CAUSED BY MISWIRING OF THE INPUT SIGNAL LEAD AT TERMINAL 1 OF INDUCTOR L-1.	NDJUSTED TO THE REG SIGNAL LEAD AT TER	UIRED 0.000 PLUS OR MINAL 1 OF INDUCTOR	MINUS D.DDS VOLT	*
CORRECTIVE ACTION-INSPECTION PR	CORRECTIVE ACTION-INSPECTION PROCEDURES PRICK TO THE FIRST TEST WERE CLARIFIED. SHOP AND INSPECTION PERSONNEL WERE WASRUCTED TO EXERCISE CAUTION IN RINGOUT AND TEST PROCEDURES.	TEST WENE CLARIFIED	. SHOP AND INSPECTIO	N PERBONNEL WERE	
INSTRUMENTATION-A/D A-99-8 TELEWETRY BET AND TRANSDUC EVENTE ERS	A-99-24-4766-P EVENTS SIGHAL MODULE-WIRING	FAR 27-12374-803	640725 FACTORY Y	YES NO	694160
FAILURE WODE-ELECTRICAL SHORT, ILE IN THE PACKAGE, AN INTERNAL RE REPORTED, THE SHORT CIRCUIT WOREAK THROUGH THE INSULATION AND	FAILURE WODE-ELECTRICAL BHORT, OUTPUT VOLTAGES WERE VERY LOW, THE FAILURE WAS MOT COMFIRMED AT THE MODULE LEVEL. WH ILE IN THE PACKAGE, AM INTERNAL SHORT CIRCUIT TO PIN & WOULD LOAD THE DESTRUCT INPUT SUFFICIENTLY TO CAUSE THE FAILU RE REPORTED. THE SHORT CIRCUIT WAS CAUSED BY CLOSE PROXIMITY OF THE COMPONENTS. DURING POTTING THESE COMPONENTS CAN BREAK THROUGH THE INSULATION AND CAUSE ANT HUMBER OF SHORT CIRCUITS.	I, THE FAILURE WAS LOAD THE DESTRUCT OF THE COMPOMENTS.	NOT CONFIRMED AT THE INPUT BUFFICIENTLY T DURING POTTING THES	MODULE LEVEL. WH O CAUSE THE FAILU E COMPONENTS CAN	
CORRECTIVE ACTION-THE RES ED TO INVESTIGATE POSSIBIL IT.	CORRECTIVE ACTION-THE RESPONSIBLE CONVAIR DESIGN GROUP WAS MOTIFIED OF THE FAILURE AND 175 CAUSE. THE GROUP WAS ASK ED TO INVESTIGATE POSSIBILE PACKAGING ADJUSTMENTS TO ALLEVIATE THE CLOSE COMPRESSION OF THE COMPONENTS WITHIN THE UN	DTIFIED OF THE FAI E THE CLOSE COMPRE	LURE AND -278 CAUSE. SSION OF THE COMPONE	THE GROUP WAS ASK NTS WITHIN THE UN	
INSTRUMENTATION-A/B E7-5603 TELEMETRY SET AND TRANSDUC TEMPERATURE TRANSDUCER ERS	E7-5603 TEMPERATURE TRANSOUCER	UTF-PET 7-01633-8	640723 60/C Y	YES LEWIS NO SeB348	801177
FAILURE MODE-OUT OF BPECIFICA' 18 ERRATIC AND IN THE RANGE OF	FAILURE MODE-OUT OF BFECIFICATION, INSULATION REBIBTANCE BETWEEN PIN A AND THE CASE AND BETWEEN PIN B AND THE CASE B erratic and im the rabge of 0.2 mecohh.	WEEN PIN A AND THE	CABE AND BETWEEN PE	N B AND THE CASE	
CORRECTIVE ACTION-UNKNOWN.	•				
				PAGE 0138	

11 JUN 1986

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME

6 V 0 T C R	TEST/REPORT NUMBER	DIF DATA SOURCE	VEHICLE	3116	PRI VENDOR NAME	
	TALLED CONFOMENT NAME	PART NUMBER	DATE DIF	TIME DIF	OTH VENDOR PART NO	
INSTRUMENTATION-A/B LV-59- TELEMETRY SET AND TRANSDUC SUBCAR ERS	LV-55-24-4723-C BUSCARRIER OSCILLATOR	7.5.8 7-01.68-689	1745 640788	FACTORY	YES BEHOIX NO 1041962-3-K	0000
FAILURE MODE-OUT OF TOLERANCE, ' - PR F-6084-8F, 8/N 311692 (ALSO	OUTPUT FREE. COULD HOT ON FAR LY-88-84-4743C	SE ADJUSTED TO CORRECT (/ALVE. FAII	UNE BOCU	KNTED ON IR 997622	
CORRECTIVE ACTION-NOME, FAILURE	AILURE AMALYSIS MAIVED.					
INSTRUMENTATION-A/B GDA/BKF64-GZ TELEMETRY SET AND TRANSDUC TLM CANISTER ERS	60A/BKF84-029/F3-402-00-216 TLM CANISTER	COUNTDOWN ET-11841-833	216D 640717	ETR-12 -6900	YES BENDIX NO	800013
FAILURE MODE-OUT OF TOLERANCE.	ANCE. BEGHENTS 33 AND 35 OF RF! CHIA ELECTRICALLY CONNECTED.	HIA ELECTRICALLY CO	INECTED.	· .		
SYSTEM EFFECT-IMPROPER ANALOG SIGNALS UIDANCE COMMAND TEST (REF. AA64-DD45).		INTERACTION BETWEEN CHIS MEASUREMENTS (ZDE AND		64C) MAB NK	MAS MOTED DURING FIRST 6	
VEHICLE EFFECT-COUNTDOWN CHANGE.	VEHICLE EFFECT-COUNTDOMM DELAYED. PICKUP FROM PLANNED HOLD AT T-95 WAS DELAYED FOR APPROXIMATELY S4 MINUTES DUE Mange.	AT T-95 WAS DELAYED	FOR APPRO	X I MATELY	S4 MINUTES DUE TO	
CORRECTIVE ACTION-TELENETRY RF	AY RF CANISTER REPLACED.					
INSTRUMENTATION-A/B FAR-LV-A9-24 TELEMETRY SET AND TRANSOUC TEMPERATURE ERB	FAR-LV-A9-24-4728-F Temperature transoucer	FAR 7-01664-23	1510	FACTORY	YE8 LEUIS NO 7-01664-23	900449
FAILURE MODE-STRUCTURAL, DURING FINAL CHEC RES BROKEN NECHANICALLT DUE TO MISHANDLING,	DURING FINAL CHECKGUT: ELECTRICAL BHORTS AND OPENS WERE INDICATED. EXAMINATION REVEALED WI E TO MISHANDLING.	. SHORTS AND OPENS ME	RE INDICAT	ED. EXAMI	NATION REVEALED WI	···
CORRECTIVE ACTION-THE FAILURE W	IS CONFIRMED. PERSONNEL OF	APPROPRIATE DEPARTMENTS WERE INFORMED	HTS WERE 1	NFORKED C	OF THE PROBLEM AND	
INDTRUMENTATION-A/B LV-A9-24-471 TELEMETAY BET AND TRANSOUC TLM CANISTER ERB		#76-10004-00	1510	FACTORY	YES BENDIX NO	2088
COMECTIVE ACTION-NONE, FAILURE	INCE. CHANNEL A INDICATED B PERCENT OUT ILLURE ANALYSIS MAIVED.	HT OUT OF BAND.				
						†
					PAGE 0133	<u> </u>

SEMERAL DYNAMICS CONVAIR DIVISION

9981 MAT 91

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORM

SYSTEM SUB-SYSTEM	TRATARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE OIF T	SITE PRE TIME DIF OTH	OTH VENDOR NAME	r
INSTRUMENTATION-A/B BLV-88-E4- TELEMETRY BET AND TRANSDUC COMMUTATOR	BLY-88-E4-47E8-C COMUTATOR	/ZV / ZV - LV /	040714 F	FACTORY YE	ME FIFTH DIMENSIONO H MRXD-469	***************************************
FAILURE MODE-OFEN (ELECT). PIN AMALYBIS MAS CANCELLED.). PIN B OF PLUG J-1 FOUND OPEN DURING VIBRATION TESTING. FAILURE NOT CONFIRMED AS FAILURE	ling Vibration Testi	MG. FAILURE	NOT CONF	RMED AS FAILUME	
CORRECTIVE ACTION-MONE.						
INSTRUMENTATION-A/B 5LV-99-E4- TELEMETRY SET AND TRANSDUC COMMUTATOR ERS	6LV-89-E4-47E4-C COMMUTATOR	FAR RT-GL636-18	640714 F	FECTORY YES	YES FIFTH DEMENSION NO N N NRXD-466	992987
FAILURE MODE-OPEN (ELECT). PIN ALYBIB MAB CAMCELLED.). PIM Z OF PLUE J-2 MAS OPEN DURING VIBRATION TESTING. FAILURE NOT CONFIRMED AS FAILURE AN	46 VIBRATION TESTING	. FAILURE M	OT CONFIRI	ED AS FAILURE AN	
CORRECTIVE ACTION-NOWE.	. !					
INSTRUCENTATION-A/B FAR-LY- TELEWEIRY SET AND TRANSDUC ACCELER ERS	FAR-LV-99-24-4763-F ACCELEROMETER TRANSOUCER	FAR 7-03433-5	2500 E	ETR YE	YES BORG-WARNER MO 8747-B	990867
FAILURE MODE-CONTANINATION, THE TO BE LEAKING DUE TO CORROSION PR	ON. THE ACCELEROMETER ACTED ERRATICALLY DURING. OSION PROBABLY CAUSED BY ACID CORE BOLDER FLUX.	<	DURE RUN. T	HE SCASIN	PROCEDURE RUN. THE SENSING HEAD WAS FOUND	
CORRECTIVE ACTION-THE FAILURE MA	ILURE MAS CONFIRMED. THE VENDOR HAS	DISCONTINUED USE	OF ACID CORE SOLDER.	SOLDER.		
INSTRUMENTATION-A/B TELENETRY SET AND TRANSOUC ERS	SLV-99-24-4734-P TRANSDUCER FOWER BUPPLY-DIODE	FAR 56-13540-808	640709 F	FACTORY YES		•8303
FAILURE MODE-OUT OF BFECIFICATION, THE FTED BEYOND THE 1DNY BFECIFICATION WHEN A DIODE CAN DRIFT MORE THAN THE ALLOWABI NFERATURE CHARACTERISTIC FOR THIS POWER.	IFICATION, THE S VOLT REFERANCE VOLTAGE WOULD MOT ADJUST PROFERLY, POWER SUPPLY VOLTAGE DRI IFICATION WHEN ALLOWED TO OPERATE CONTINUOUSLY FOR AS.LITLE AS 12 MINUTES. THE OUTPUT ZENE AN THE ALLOWABLE OUTPUT TOLERANCE, THIS DIODE (1MAGGA)) DOES MOT HAVE A STRINGENT ENOUGH TE FOR THIS POWER SUPPLY APPLICATION.	TAGE WOULD HOT ABJU CONTINUOUSLY FOR AS. THIS DIOOE (IMAGEA)	ST PROPERLY LITTLE AS 1) DOES NOT	POWER BE MINUTES HAVE A STE	POWER BUPPLY VOLTAGE DRI MINUTES. THE GUTPUT ZENE VE A STRINGENT ENOUGH TE	
CORRECTIVE ACTION-IN ANSWER TO UALITY DIODE.	WER TO RAR BLY-88-24-8396, THE SN466A DIODE HAS BEEN REPLACED WITH A P/N 68-63376 SFECIAL	SEA DIODE HAS BEEN F	EPLACED WIT	* * * * * * * * * * * * * * * * * * *	-63170 SPECIAL 0	
					PAGE 0134	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORNE

STRIET SUB-STRIET	TESTARFORT NUMBER	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE P	PRI VENDOR NAME OTH YENDOR PART NO	
INSTRUMENTATION-A/B LY-88-84-4708-0 TELEMETAT SET AND TRANSDUC COMMUTATOR, MOTOR	LY-88-24-4708-0 COMMUTATOR, MOTOR	FAR	640708	FACTORY	1.3	7
FAILURE WODE-OUT OF TOLERANG	IE. DC GEARMOTOR FAILED I ANALYBIB WAB CANCELED	WHEN IT INDICATED A SPEED OF DUE TO WAIVER PER TWX 64-51-0	1 12 RPS. 4	PECIFICAT	12 APS. SPECIFICATIONS REQUIRE SO R	
CORRECTIVE ACTION-NOME.						
INSTRUMENTATION-A/B 65C-E040.3 TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	69C-EG40.3 PRESSURE TRANSDUCER	UTF-6LT 69-01003-31	640709 6	F 2/69	YES BOURNS NO 7007371703	4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
FAILURE MODE - ERRATIC OPERA AXISTEHPERATURE SINE/RANDOM	TIOM. NEGATIVE NOISE SPIKES OF VISRATION SWEEPS. S/N SGSGG41.	80-25 PERCENT WERE EVIDENT THROUGHOUT THE BLT X, Y AND	EVIDENT THA	OVGHOUT T	HE SLT X, Y AND Z	
- HONE.	VIBRATION LEVELS FOR THIS TEST ARE 25 PERCENT ABOVE BLY DESIGN LEVEL REGUIREMENTS.	IS PERCENT ABOVE BLY	PESIGN LE	VEL REBUI	AMERICA .	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC PRE- ERS	69C-2040-3 Pressure Transducer Bearing	U7P-\$L7 89-01003-31	640706	N 2/03	YES BOURNS NO TOOTSTITOS	692343
FAILURE MODE - RTRUCTURAL. D RCENT ALLOWED). YENDOR DIDASS THE VIRRATION LEVEL ENCOUNTER	URING PAST Y-AXIS VIBRATION Embly Revealed thatthis was Ed. 8/N 3090041.	PROOF CYCLE THE ERRORS CAUSED BY MINOR INPRESS	MERE AS HI	OH AS S.E Dearing	EARORS WERE AS HIGH AS S.ER PERCENT (1.0 PE. IMPRESSIONION THE BEARING CONES, CAUSED BY	
CORRECTIVE ACTION-NOME, O RANDOM/BINE VIBRATIONS, R	OTHER TRANSDUCERS OF THIS SERIES (80-01003) DID NOT EXHIBIT SIMILAR IMPERFECTIONS AFTER THE VIBRATION LEVEL HAS 25 PERCENT ABOYE DESIGN LEVEL REGUIREMENTS.	S SERIES (69-01003) DID NOT EXP RS PERCENT ABOVE DESIGN LEVEL P	NOT EXHIBIT SIMILAR LEVEL REGUIREMENTS.	AR IMPERF 8.	ECTIONS AFTER SLT	
IMBTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	INSTRUMENTATION-A/B BLV-89-24-4748-F TELEMETRY SET AND TRANSDUC SUSCARRIER OSCILLATOR/RESISTOR ERS	FAR E7-01607-925	40707	FACTORY	VES BENDIX-PACIFIC NO SISSISS-SUAA	
FAILURE WODE-DRIFT, FREQUENCY 1 BENAITIVITY OF THE OSCILLATOR, CONFENSATING CIRCUIT, RESISTOR F TOR LEADS WERE MOVED, BOTH RESIS	FAILURE MODE-DRIFT, FREQUENCY TENDED 10 DRIFT AS THE UNIT MAS WARNED UP, FREQUENCY DRIFT WAS DUE 10 THE TEMPERATURE SENSITY OF THE OACILLATOR, THIS WAS CAUSED BY TWO FAULTY CARSON FILM RESISTORS,RID AND R-11 IM THE TEMPERATURE COMPENSATING CIRCUIT, RESISTOR FAILURE WAS DUE TO POOR INTERNAL CONSTRUCTION, AS RESISTANCE VALVES VARIED WHEN RESISTOR LEADS WERE MOVED. BOTH RESISTANCE VALVES WAS MESURED HIGH AND WERE OUTSIDE SPECIFICATIONS.	A WARKED UP. FREGUE Carbon film resist AL Construction, as E were outside spec	HCY DRIFT ONB.RID AN RESISTANC IFICATIONS		8 DUE TO THE TEMPERATURE R-11 IN THE TEMPERATURE VALVES VARIED WHEN RESIS	

PAGE 0135

9961 MOT 81

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSCRME	NUMENTATION BYBIEH'A	IRBORNE			
BYBTEN BUB-BYBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF TI	SITE TINE DIF	PRI VENDOR NAME OTH VENDOR PART NO	•
CORRECTIVE ACTION-HOME. BI	BINCE THIS IS THE ONLY REPORTED PAI	FAILURE OF THIS UNIT I	IN THIS MODE.			******
INSTRUMENTATION-A/B FRESC-EGSS.R TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	FRESCHEDS : R		640706 FA	FACTORY	TES BOURNS NO 2007371702	•
FAILURE MODE-OUT OF TOLERANCE. CIFIED. THIS IS CAUSED BY A MOS	FAILURE WODE-OUT OF TOLERANCE, DURING BOTH X AND Y-AXIS RANDOM/SINE VIBRATION; THE MOISE LEVEL WAS GREATER THAN SPE CIFIED, THIS IS CAUSED BY A MOMENTARY DISCONTINUITY BETWEEN THE WIPER AND THE MINDING. S/M 3040075.	NOOM/SINE VIBRATION: THE WIPER AND THE W	THE MOISE LINDING. B/M	EVEL WA \$040078	S GREATER THAN SI	•••
CORRECTIVE ACTION-NONE.						 :
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC 1 ERB	FTA6471/P3-4CO-U2-216 TLM CANISTER	COMPOSITE-8 FACT 87-11616-623	2160 E1	ETR-13	YES	0947
FAILURE MODE-FAIL DURING (FAILURE MODE-FAIL DURING OPERATION. INTERNITTENT OPERATION OF TELEMETRY MEASUREMENT 8610, ROLL DISPLACEMENT GYRO 81 Gnal: Occurred during comitionm guidance comband test. Operation was proper during plus count.	OF TELEMETRY MEABUR ATION WAS PROPER DUG	EMENT 8610. ING PLUS COV	NOLL DE	SPLACEMENT GYRO	uģ.
STRICK EFFECT-INPROPER ANALOGYENICLE EFFECT-NONE.	BIGMALB.	PARTIAL DATA LOSS DURING THE GUIDANCE COMMAND TEST.	OMMAND TEST			
CORRECTIVE ACTION-TELEMETI	CORRECTIVE ACTION-TELEMETRY ACCESSORY PACKAGE REPLACED.					-1
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC 1 ERS	FTAB4T1/P3~4CO-08-R16 TLM CAN18TER	COMPOSITE-B FACT 27-11541-938	2160 E.	F18-13	YES NO	984459
FAILURE MODE-OUT OF TOLERANCE.	ANCE. TLM MEASUREMENT 23E, TRANSPONDER RF INPUT/AGC, READ 85 PERCENT ISM WHEN A READING OF	OMDER RF INPUTAGE,	READ 65 PER	ENT 18	I WEN A READING	<u>*</u>
SYSTEM EFFECT-IMPROPER ANALOG	ALOG SIGHAL.					
VEHICLE EFFECT-NOME.						
CORRECTIVE ACTION-REPLACED) TELEMETAT NF PACHAGE.					
INSTRUMENTATION-A/B FAR-SLY-AS-24-4730-F TELEMETRY SET AND TRANSDUC TEMPERATURE TRANSDUCER ERS	FAR-BLY-AB-E4-4730-F TEMPERATURE TRANSOUCER	FAR 7-01664-3	710E	FACTORY	YES LEWIS NO 7-01684-3	
FAILURE MODE-ELECTRICAL OPEN. D A BROKEM WIRE PROBABLY CAUSE	FAILURE MODE-ELECTRICAL OPEM. DURING CHECKOUT, AN OPEM CIRCUIT WAS INDICATED IN THE TRANSDUCER. EXAMINATION REVEALE D a brokem wire probably caused by Mishandling before or during installation.	ICUIT WAS INDICATED HRING INSTALLATION.	IN THE THANS	DUCER.	EXAMINATION REVE	
		Arabara Arababa ang anakan ng Albara (na ang Arabara Arabara Arabara Arabara Arabara Arabara Arabara Arabara A			PA6E 0156	3.6

GENERAL BYNAMICS CONVAIR BIVISION

15 JUN 1968

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM" AIRBORNE

	2	•		0 1 1 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	82.00	N N N N N N N N N N N N N N N N N N N	6 th	
PRI VENDOR NAME OTH VENDOR PART NO	OF THE PROBLEM AND	MO NO NO NO NE OF UP TO 8 PERCE NE THE MISSILE 18 P NOT REGUIRED.	40830 MO 40830 MO TO SUITCH FROM ITS INTERNAL TO ITS AFTER SEING SUBJECTED TO SIMULTANEO MECOVER SMITCHES ARE NOT TO BE CYCL	DUCER 89-01003-29 RACTORY YES BOURNS DUCER 89-01003-29 ROOF CYCLE (6-30-64 AND 7-6-64) AND THICE ON THE POS- IND 7-7-84) THE TRANSDUCER ERROR EXCEDED THE SPECIFICATION. THE FAILURE WAS I THE BASE OF THE BOURDON TUBE. 9/N 3040075. A MANUFACTURING CHANGE THAT PERFORMS A HIGH PRESSURE HELIUE. SAM CHECK INSTITEMENTED TO BE AN ISOLATED CASE OF MARSIMAL MORNMANSHIP.
SITE TIME DIF	INFORMED	FACTORY TEN TEST!	FACTORY TCH FROM BEING BUB	FACTORY 7-6-64) ECIFICATS 88UME HEL
VEHICLE DATE DIF	INTS WERE	289D 64063D DURING 8Y8 TING STATE	147F e40630 ED TO SULT VE AFTER E	E (6-30-64 AND 7-6-64) EXCEDED THE SPECIFICA IN 3040073. NAMB A HIGH PRESSURE HI MARGINAL WORMMANSHIP.
DIF DATA SOURCE PART NUMBER	APPROPRIATE DEPARTME	FAR 7-01780-5 ARIATIONS IN OUTPUT (ENCINCERING, ENGINEE) ST, THEREFORE THE FA	FAR 55-01017-3 AMGEOVER SWITCH FAIL FOUND TO BE INOPERATI E MARNING THAT POWER	UTF-PRT #8-01003-29 #ATION PROOF CYCLE (6-30-64 #ANSDUCER ERROR EXCEDED THE #BOURDON TUSE: 9/N 3040075. CHANGE THAT PERFORMS A HIGH #SOLATED CASE OF MARSIMAL IN
TEST/REPORT HUMBER FAILED COMPONENT NAME	ILURE WAS CONFIRMED. PERSONNEL OF APPROPRIATE DEPARTMENTS WERE INFORMED OF THE PROBLEM AND HDLINS.	ELEMENTATION-A/B LV-A8-E4-4704-C FAR 28950 FACTORY YE ELEMENTY BET AND TRANSDUCER POLYTED F-01720-S 640630 MO R8 FAILURE WOOL -ERRATIC OUTPUT, MEASUREHENT H33P INDICATED VARIATIONS IN OUTPUT DURING SYSTEM TESTING NT INFORMATION BANDWIDTH, THE CONDITION WAS ACCEPTABLE TO EWGINEERING, EMGINEERING STATES THAT WHEN LACED IN THE VERTICAL POSITION THIS COMDITION WILL NOT EXIST, THEREFORE THE FAILURE ANALYSIS IS NOT	CORRECTIVE ACTION-WOME. MATRIALE ACTION-MOME. ELEMETRY BET AND TRANSOUC CHANGEOVER BUITCH SS-01017-3 640630 MO FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED THME. POWER CHANGEOVER SWITCH FAILED TO SUITCH FROM 178 INVERNAL TO 178 EXTERNAL AND TO BE CYCL CORRECTIVE ACTION-RESULBATED APPLICABLE PROCEDURES INCLUDE WARNING THAT FOWER CHANGEOVER SWITCHES ARE NOT TO BE CYCL ED HORE THAN OMCE A MINUTE.	ATION-A/B FRESCHEIBSURE TRANSDUCER 69-01003-29 640630 FACTORY YE BET AND TRANSDUC PRESSURE TRANSDUCER TRANSDUCER ENCY CYCLE (6-30-64 AND 7-6-64) AND VIBRATION PROOF CYCLE (7-6-64 AND 7-7-64) THE TRANSDUCER ERROR EXCEEDED THE SPECIFICATION- LEAK IM A SILVER BRAZE JOINT AT THE BASE OF THE BOUNDOM TUBE. 3/M 3040075. VYE ACTION-THE VENDOM INITIATED A MANUFACTURING CHANGE THAT PERFORMS A HIGH PRESSURE HELIUNTER TUBE CYCLIMG. BRAZE JOINT AFPEARED TO BE AN ISOLATED CASE OF MARSINAL MORRHANSHIP.
SYSTEM SUB-SYSTEM	CORRECTIVE ACTION-THE FAILURE MA THE COMSESUENCES OF MISHANDLINS.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS FAILURE MODL.ERRATIC OUTP NT INFORMATION BANDWIDTH. LACED IN THE VERTICAL POSS	CORRECTIVE ACTION-MONE. INSTRUMENTATION-A/B A-A9-R4-4689-F TELEMETRY SET AND TRANSDUC CHANCEOVER SWITCH ERS FAILURE MODE-FAIL TO OFFRATE AT PRESCRIBED EXTERNAL POSITION, FAILURE WAS CONFIRMED. T US INTERHAL AND EXTERNAL COMMANDS. CORRECTIVE ACTION-REQUESTED APPLICABLE PRO ED MORE THAN ONCE A MINUTE.	TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS FAILURE MODE-LEAK-EXTERNAL, TWICE ON THE PRE T Y-AXIS VIBRATION PROOF CYCLE (7-6-64 AND 7- DUE TO A LEAK IN A SILVER BRAZE JOINT AT THE CORRECTIVE ACTION-THE VENDOR INITIATED A MAN TUTED AFTER TUBE CYCLING, BRAZE JOINT APPEARE

11 JUN 1166

DIFFICULTIES REVIEW-INSTRUMENTATION STATEM-AIRBORNE

BYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME D1F	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B BLV-89-24-4690 TELEMETRY SET AND TRANSDUC AMPLIFIER TUBE ERS	SLV-00-24-4690-F Amplifier Tube	FAN	020070	FACTORY	YES BENDIX-PACIFIC	
FAILURE MODE-OUT OF TOLERANCE. ITS MINIMUM REGUIREMENT. THIS P. MAXIMUM RATINGS. FAILURE WAS C	FAILURE MODE-OUT OF TOLERANCE, POWER AMPLIFIER FAILED MAILE INSTALLED IN A TELEPAK BY LOSING POWER AND WOT MEETING Its minimum regulrement. This power loss was caused by the raytheom vacuum tubes being operated above their absoluti maximum ratings, pailure was comfirmed, momever, the exact cause is in disagreement between the vendom and astronal	INSTALLED IM A TEL AYTHEON VACUUM TUBE CAUSE IS IN DISAGRE	EPAK ST LOS S BEING OPE EMENT BETWE	ING POWEI RATED ABI EN THE VI	R AND NOT MEETING OVE THEIR ABBOLUTE ENDOR AND ABTRONAU	
CORRECTIVE ACTION-VENDOR IS BUT INSTRUMENTATION-A/B A-49-1 FELEMETRY SET AND TRANSOUC FOMER ERS	CORRECTIVE ACTION-VENDOR IS BURNING-IN ED AMPLIFIERS TO PROVE IF THE PROBLEM IS IN THE AMPLIFIER OR ELSEWHERE. STRUMENTATION-A/B LEMETRY SET AND TRANSDUC POWER CMANGEOVER BWITCH-MOTOR SS-DIGIT-B S	WE IF THE PROBLEM I FAR 88-01017-3	8 IN THE AN	FACTORY	OR ELSEWHERE. YES	0. *** *** *** ***
FAILURE MODE-ELECTRICAL SHORT. CONTINUITY BETWEEN PINS M AND N M OPEN HOTOR CIRCUIT. THE OPEN I HOTOR RECEIVING EXTERNAL-INTER	FAILURE MODE-ELECTRICAL BHORT. K-3 RELAY IN THE TOP TELEMETRY PACKAGE LOCKED IN THE INTERNAL POSITION RESULTING IN COMINUITY BETWEEN PINS IN AND IN OF 104V1J1, WHEN IT SHOULD HAVE BEEN OPEN, FAILURE WAS CONFIRMED AND ATTRIBUTED TO , IN OPEN MOTOR CIRCUIT, THE OPEN MOTOR CIRCUIT WAS DUE TO A BURNED BRUSH LEAD AND A BURNED BRAKE WINDING CAUSED BY TH HOTOR RECEIVING EXTERNAL-INTERNAL COMMANDS SIMPLYANEQUSLY.	NY PACKAGE LOCKED I AVE BEEN OPEN, FAIL RNED BRURH LEAD AND	N THE INTER URE WAS CON A BURNED B	HAL POSI: FIRMED AI RAKE WING	TION REBULTING IN ND ATTRIBUTED TO A DING CAUSED BY THE	
CORRECTIVE ACTION-RECONME RRING.	CORRECTIVE ACTION-RECONMENDED RESPONSIBLE PERSONNEL TAKE MECESSARY ACTION TO PREVENT THIS TYPE OF FAILURE FROM RECU RING.	CEBBARY ACTION TO P	REVENT THIS	17PE OF	FAILURE FROM RECU	
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMBDUC ERB	LV-A9-24-4664-F PRESSURE TRANSCUCER	FAR 7-01781-1	640629	FACTORY	YES BOURNS NO 717EA-0-6-75E	2 4 1 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
FAILURE MODE-LEAR-EXTERNAL, LEAR TO INFROPER BOLDERING TECHNIGUES AND A VOID.	FAILURE MODE-LEAR-EXTERMAL. LEAKING OIL WAB DIBCOVERED AROUND THE ELECTRICAL RECEPTACLE. THE FAILURE WAB ATTRIBUTED To inproper boldering techniques, probably due to the application of excebbive heat, resulting in a shrinkage crack amd a void.	O THE ELECTRICAL R	ECEPTACLE. HEAT, RESU	THE FAIL! LTING IN	JRE WAS ATTRIBUTED A SHRINKAGE CRACK	Stand Tong to the Stand St
CORRECTIVE ACTION-THE YEM REFLECT CURRENT MORKNANSH	CORRECTIVE ACTIOM-THE VENDOR STATED THE TRAHSDUCER WAS USED BE. REFLECT CURRENT WORKMANSHIP STANDARDS AND ASSEMBLY TECHNIQUES.	MAS USED SETOND ITS MORMAL LIFE (MORE THAN S YEARS). AND DID NOT TECHNISUES,	LIFE (HORE	THAN 8 YE	(ARS) . AND DID NOT	
INSTRUMENTATION—A/B Telemetry bet and transduc i Erb	PRESSURE TRANSDUCER	U19-PET 87-01848-9	640628	FACTORY	YES COLVIN NO 401-A-15-75	•
FAILURE MODE-OUT OF SPECIFICATIO ING IN TWO DEMINSIONS, THE DRAWIN	FAILURE MODE-OUT OF SPECIFICATION. DURING EXAMINATION OF THE PRODUCT, THE UNIT DID NOT COMPLY WITH ENGINEERING DRAN :MG IM TWO DEMINSIONS. THE DRAVING DIMENSIONS WERE DETERMINED TO BE CORRECT.	PRODUCT: THE UNIT	DID NOT CO	*PLY 43.71	+ EMGINEERING DRAN	
					PACE G158	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

SEMERAL DYNAMICS

1781 177

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

BYSTEM BUR-BYSTEM	TEST/REPORT HUMBER FAILED COMPONENT MANG	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	81TE TIME 01F	PRI	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	FAR-SLV-85-84-4600 TRANSDUC PRESSURE TRANSDUCER	FAR 46-01008-89	729079	PACTORY	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	BOURNS	
≻ o	OF TOLERANCE, THE TRANSDUCER OUTFUT HAD A STATIC ERROR SAND IN EXCESS OF ALLOMABLE, HOMEVER, TESTS ANALYSIS DID NOT REVEAL ANY DISCREPANCIES.	STATIC ERROR BAND II	0 4455 O	ALLOWA		EVER. TESTS	
CORRECTIVE ACTION-THE FAI INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	ON-THE FAILURE MAS NOT CONFIRMED. NO CORRECTIVE ACTION WAS TAKEN. 78 SLV-09-24-4756 FAR TRANSOUC BANDPASS FILTER 87-01298-5	FAR STION WAS TAKE!	*2*0*	PACTORY	768 ALL 100 NTS ACII	ALLIED COMPONE NTS ACISO3D-9	\$017
FAILURE MODE-STRUCTUMAL. MAS CAUSED BY CHAMGES IN I TER 1885MBLY.	FAILURE MODE-STRUCTURAL, CUTFUT AT 875 CPS MAS B.DSE VOLT AC, MHEREAS B.DTB TO B.115 VOLT AC MAS RESUIRED. FAILURE Mas caused by changes in inductance due to asing of the epcay or to infroper curims of the epoxy during bandpass fil Ter assembly.	: MEREAS 0.076 TO 7 OR TO IMPROPER CU	0.115 VOL.	F AC WAS	REBUIRI URING E	ED. FAILURE DAMOPASS FIL	
CORRECTIVE ACTION-SURVEY- TERS FROM STOCK AND CALLED	CORRECTIVE ACTION-SURVEY-INSTRUCTION 116-64 DATED 22 SEPT: :	1864 REMOYED ALL PIN 27-D1285-3; -3 AND -5 BAND PASS FIL. IN RAR BLY-09-24-6365.	87-01893 3.		*	IND PASS FIL	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	B SLV-99-24-4716 TRANSOUC DETECTOR-CAPACITOR	PAR 68-11118-1	******	FACTORY	22		*****
FAILURE MODE-SHORT (ELECT). CAPACITOR MHICH MAS PROBABLY	FAILURE MODE-SHORT (ELECT). OUTPUT COULD NOT BE ADJUSTED TO RESUIRED VOLTS DC. FAILURE CAUSED BY PARTIALLY SHORTED Apacitor maich was probably caused by excessive voltage applied during terting.	REGUIRED VOLTS DC.	FAILURE C	V 0360	PARTIAL	LY SHORTED	
CORRECTIVE ACTION-PERICAN	CORRECTIVE ACTION-PERSCAMEL CAUTIONED MOT TO EXCEED VOLTAGE INPUT REBUIREMENTS.	INFUT REGUIREMENTS.	_				
INSTRUMENTATION-A/B TELLMETRY BET AND TRANSOUC ERS	FRESCRITG.E Calibrator Moduae Capacitor	017-784 81-1881-18	*****	3/Q 9	7E4 60/C	60/C 87-18881-8	<u> </u>
FAILURE MODE-STRUCTURAL. ATION PULJE FAILED ON CHAN BEING BROKEN OFF OF CIRC	NUCTURAL. TEST SPECIMEN AT AMBIENT TEMPERATURE, PRT X-AXIS RANDOM-SINE SWEEP IN PPOGRESS. THE CALIBR ID OM CHANNELS S.S.T.S.S AND 10 MITM ST.S VDC APPLIED TO 11-M. THIS MAS CAUSED BY CAPACITOR C1 AND C 'F OF CIRCUIT BOARD.	E. PRT X-AXIS RANDO : APPLIED TO 41-M. 1	H-BINE BM	14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	CAPACE.	THE CALIBR	
CORRECTIVE ACTION-ECP BUS	CORRECTIVE ACTION-ECP BUBMITTAL FUR REDESIGH OF CALIBRATOR MODULE TO REINFORCE CAPACITOR MOUNTINGS TO MEET PRE VIBR	IDDULE TO REINFORCE	CAPAC1 TOR	#OUNT 1 N4	5 3	IET PRT VIBR	,

GENERAL BYNAMICS CONVAIR DIVISION

**** *** **

DIFFICULTIES REVIEW-INSTRUMENTATION STRUMBINGORME

SYSTEM SUS-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE &	BITE PRI VENDOR NAME	
ATION LEVELS (ECP 7060). RE	SECT. PR-CS4-R-181 AND FR-CS4-R-ELE	Ç.			*****
EHBTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC D ERS	BLV-88-E4-4717-F Detector-Potentiometer	FAR 80-11110-1	840623 FAC	FACTORY YES	•
FAILURE WOOE OFEN 'TLECTI.	CIRECT). CJIPUT VOLTAGE UNDTABLE, FAILURE CAUBED BY AN OPEN R-6 POTENTIONETER.	CAUSED BY AN OPEN	R-6 POTENTION		
INSTRUMENTATION-A/B STALEMETRY SET AND TRANSDUC DERS	SLY-DD-24-4713-F DIFFERENTIAL PRESSURE TANNSDUCER	FAR 87-01588-83	7101 R-4	YES WIANCKO NO 64103-E1	**************************************
FAILURE MODE-OUT OF SPECIF ROMEOUD. ST CALISRATION THE RESUMED THAT THE TRANSCUCER	FAILURE MODE-OUT OF SPECIFICATION, FOUR TRANSDUCERS FAILED DURING A FLIGHT BEADINESS TIMING IN THAT THE DATA WAS ER Romeout. By Calibration the maximum esrors were found to be plus is, plus et, plus 100 and mimus is percent, it is p Resumed that the transoucers were danaged by overpressurgation during the start besuence.	DURING A FLIGHT REAL FLUS ET, FL IOM DURING THE STAR	JINESS TIMING LUS 100 AND M F BEBUENCE.	IN THAT THE DATA WAS ERINUS IS PERCENT, IT IS P	
CORRECTIVE ACTION-WORE. TH	THESE TRANSDUCERS WERE IN A SPECIAL INSTALLATION TO BE USED ONLY ONCE.	INSTALLATION TO BE	USED ONLY ON	ce.	
INSTRUMENTALICM-A/B TELEMETRY SET AND TRANSCUC C ERS	FRESCRIFE. Z COMMUTATOR MIRING	UTP-PR1 87-01636-13	91052 80/0	C YES FIFTH DIMENSION NO N HRXD-406	***************************************
FAILURE MODE-OPEN (ELECT). E88-SEGNENT 41 OF CHANNEL C L OPENS IN COMMUTATOR DUE T	4 (ELECT), TEST SPECIMEN WAS AT AMBIENT TEMPERATURE MAILE PRI X-AXIS RANDOM-SIME SMEEP WAS IN PROGRECHANNEL C AND SEGNENT 1 OF CHANNEL 13 DID NOT RESPOND TO INFUT SIGNALS. THIS WAS CAUSED BY INTERNATION DUE TO SECREM WIRES.	PERATURE WILE PRE :	K-AXIS RANDOM I BIGNALS. TH	WAR AT AMBIENT TEMPERATURE WHILE PRT X-AXIS RANDOM-SINE SWEEP WAS IN PROGR Of CHANNEL 13 DID NOT RESPOND TO IMPUT SIGNALS. THIS WAS CAUSED BY INTERNA	· · · · · · · · · · · · · · · · · · ·
CORRECTIVE ACTION-ECP 7980 FR-654-2-346.	CORRECTIVE ACTION-ECP 7940 WAS SUBHITTED TO CORRECT RANDOM-SINE DISCREPANCIES BUT WAS DISAPPROVED BY CUSTONER, REP. Fr-654-E-348.	SIME DISCREPANCIES	DUT WAS DISAF	PROVED BY CUSTOMER. REF.	
INSTRUMENTATION-A/B TELEMETRY SET AND TRAISBUC A ERB	OLV-AD-24-4001-C ABOOLUTE-PREGBURE TRAMBOUCER	FAR 69-01008-39	710# FAC	FACTORY YES BOURNS NO	
FAILURE MORE-ERRAVIC OPERA MAS DISPOSITIONED ACCEPTAS	FAILURE MODE-ERRATIC OPERATION. THE TRANSDUCER HAD OUTPUT SPIRING. NO ANALYSIS WAS PERFORMED BECAUSE THE TRANSDUCER Was dispositioned acceptable as is.	PIKIMS. NO AMALYBIS	MAS PERFORME	D BECAUSE THE TRANSDUCER	

SENERAL DYNAMICS CONVAIR DIVISION

**** ***

CONTRIB CITATION

		DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE	RUMENTATION SYSTEM	ITABORNE				
	878153 808-818163	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VCHICLE DATE DIF	817E TIME 01F	PR/ OTM	PRJ VENDOR HAME OTH VENDOR PART NO	
٠	CORRECTIVE ACTION-HOME.							•
	INSTRUMENTATION-A/B TELEMETR' BET AND TRANSOUC ERB	INSTRUMENTATION-A/B FR SSC E176.8 TELEMETR: SET AND TRANSDUC DEMODULATOR-FOTENTIOMETER ERB	#-0-177-00	840028	3/ 0 *	ž 2	VES 60/C NO 68-11110-3	****
	FALLURE MODE-OUT OF TOLERANCE. S READS PLUS IS PERCENT HIGH. EMODULATOR TRIM POTENTIOMETER.	FAILURE MODE-OUT OF TOLERANCE, TEST SPECIMEN AT AMBIENT TEMPERATURE, K AXIS PANDOM-SINE SMEEF IM PROGRESS. CHANNEL S reads plus is percent high, internitently losing measurement suar, this was caused by a possible meat sensitive d Emodulator trim potentiometer.	FREEZ BEAR AXIB F	CAURED BY	BWEEF IN A POSSIB	S H	FRESS. CHAMMEL SAT SEMSITIVE D	•
	CORRECTIVE ACTION-AN ECP VED BY BLY ENGINEERING CH 4-E-34E.	CORRECTIVE ACTION—AN ECP TO REPLACE THE TRIMPOT IN THE DEMODULATOR WITH AN IMPROVED TYPE WAS SUBMITTED AND DISAPPRO Ed by sly engineering change board, part was included in bildy on top #338Rs; parts infrovenent program, ref. 7R-85 -2-348.	HODULATOR WITH AN IM STUDY ON TOP \$338R1:	PARTS SHEE	OVENENT	PROG	ED AND DEBAPPRO	
<u> </u>	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	8LV-A8-24-4602-F : AMPLIFIER	FAR 88-01120	12	FACTORY	¥ 6		***************************************
	FAILURE MODE-FAIL DUSING OF CHANNEL 11 INDICATED BPIN THOUT STRING WAS EXPECTED. ON WITH AN EXCESSIVE IPPUT.	FAILURE WORE-FAIL DURING OPERATION, DIFFERENTIAL AMPLIFIER FAILED UMILE INSTALLED IN A TELEPAK, BEGHENTS I AND 31 O F CHANNEL II INDICATED SPIKING OF APPROXIMATELY 80 PERCENT OF INFORMATION BANDHIDTH WHEN GERATER THAN 100 PERCENT THOUT SHIRNG MAS EXPECTED, FAILURE MAS CONFIRMED AND ATTRIBUTED TO THE DIFFERENTIAL AMPLIFIER OPERATING IN SATURITI	R FAILED WHILE INSTA OF INFORMATION BAND IBUTED TO THE DIFFER	LLED IN A 1 410TH WHEN ENTIAL AMPL	ELEPAK. Geeater Jeier op	SECH THAN ERAT	ENTS S AND 31 O 100 PERCENT WI ING IN SATURITS	
	CORRECTIVE ACTION-DESIGN FOR ALL INPUTS GREATER TH OM CHARACTERISTICS OF THE ED SECAUSE OF THE SATURAT	CORRECTIVE ACTION-DESIGN GROUP INITIATED A CHANGE WHERESY THE OUTPUT NUST BE GREATER THAM S VOLTS DC (1DD PEACENT) For all inputs greater than the normal specification inputs. Data Evaluation Personnel Were informed of the saturati om characteristics of the amplifier and the lack of specifications in resard thereto. The amplifier cannot be rejected because of the saturation and subscaucht spiring.	THE CUTPUT MUST BE B. DATA EVALUATION P ICATIONS IN REGARD T	GREATER THI ERSONNEL M HCRETO: TH	IN S VOLT TRE INFOR	0 4 E	(1DD PERCENT) OF THE SATURATE ANNOT BE REJECT	
	INSTRUMENTATION-A/B TELENETRY BET AND TRANSDUC ERB	SLV-AS-E4-ATOT-F : PREBBURE TRANSOUCER	15-20010-09	710E 6406E0	FACTORY	3 3	BOURNS	******
	FAILURE MODE-OFEM (ELECT D BEEM BURNT OFEN. AM EXC AD BURNED OUT THE TRANSOUNS S AND SS OF BUSTCH D-F	(ELECT). THE TRAUBOUCER HAD AN OPEN CIRCUIT. MICROBCOPIC EXAMINATION BHOWED THE RESISTIVE WARE HA AM EXCESSIVE TO THE TANBOUCER. IT WAS FOUND THAT A DEPECTIVE TEST BET MANABULER DURING CHECKOUT. DEPECTIVE TEST BETWEEN PICH 57-40400-1: 8/M 3: MAD A SHOWT BETWEEN PICH 5-7. THE TEST GET MAS MEPAIRED.	CUST, MICROSCOPIC EX O THE TRANSDUCER, IN BY BAT 1985, 978 ST-	AMINATION ON VAR FOUND 40400-1: 8	HOWED TH THAT A D	7 V	BISTIVE WIRE HA TIVE TEST SET H HORT BETWEEN PI	
	CORRECTIVE ACTION-MOME.							
							PANE DIAR	
. 3							,	1

*

11 14 1000

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORMS

		DIFFICULTS REVIEW	CHENIAL CONTRACTOR					_
	STSTEM SUB-STSTEM	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE	VEHICLE DATE DIF	SITE TIME DIF	PRI VEND	VENDOR NAKE VENDOR PART NO	
35.9	INSTRUMENTATION-A/B 65C1649.3 TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	48C1848.3 PRESSURE TRANSDUCER	UTF-PRT 69-01008-13	040020	5/ a•	VES BOURNS NO ROBARG	800RN9 8004806504	***
"。3	AILURE MODE-STRUCTURAL. 100 PERCENT, FAILURE AM M TWE WELD INSIDE THE BI	FAILURE MODE-STRUCTURAL, DURING FIRST S SECCHOS OF K-AXIS R O 100 PERCENT, FAILURE ANALYSIS AT VENDORS PLANT INDICATED L LOW THE WELD INSIDE THE BEARING, FAILURE APPEARS TO BE DUE T	RANDON/SINE TEMPERATURE VIBRATIOM TEST, THE OUTPUT WENT T LINKAGE WIRE BETWEEN SELLOMS AND WIPER WAS BROKEN JUST SE TO OVER HEATIMS, LACK OF LOCKTITE OR SOTH,	TEMPERATURE VIBRATION TEST, THE OUTPUT WENT I BETWEEN SELLOWS AND WIPER WAS BROKEN JUST SING, LACK OF LOCKTITE OR SOTH,	ION TEST: ND WIPER ITE OR BO	THE OUT!	FUT WENT T	
<u>ਂ ਵ</u>	CORRECTIVE ACTION-IN VIEW ALITY.	H OF THE FAILURE HISTORY OF THESE UNITS, PET TESTING WAS ESTABLISHED TO CONTROL INCOMING BU	MITS, PET TESTING W	AS ESTABL!	8HED TO C	ONTROL 1	MCOMING &U	
3 2 2	INSTRUMENTATION-A/B TELENETRY SET AND TRANSOUC ERS	A-89-E4-4708-F Bishal Comolitioner	FAR 87-18478-1	610010	SAN DIEG YES O NO	YES HO		458624
<u> </u>	FAILURE MODE-OUT OF TOLERA	FAILURE MODE-OUT OF TOLERANCE, SUMMING NETWORK FAILED WHEN 1TS OUTPUT WAS 4.854 VOLTS DC. CUTPUT SHOULD BE 5.000 PL NS OR MINUS 0.005 VOLTS DC.	118 OUTPUT WAS 4.86	4 404.18 0	outeur	SHOULD B	E 5.000 PL	
18.5	INSTRUMENTATION-A/B TELEMETHY SET AND TRAMSOUC	CT-88-24-3145 COSCILLATOR-POTENTIONETER	FAR 87-01353-9	1330	ETR	YES BENDIX NO 106301	1063017-9	•
	FAILURE MODE-OUT OF TOLFRANCE. FAILURE WAS CAUSED BY A DEFECTI	FASLURE MODE-OUT OF TOLFRANCE. CHANNEL 1-11 BUBCARRIER OBCILLATOR OUTFUT COULD NOT BE ADJUSTED TO WITHIN TOLERANCE. Failure was caused by a defective potentioneter nanufactured by Minelco.	ILLATOR OUTPUT COUL	NOT BE A	DJUSTED T	WITHIN O	10LERANCE.	
- 3	CORRECTIVE ACTION-A THOROUGH STUDY CO POTENTIONETERS ARE IDENTIFIED SY	CORRECTIVE ACTION—A THOROUGH STUDY OF MINELCO POTENTIONETERS WAS STARTED IN SEPT. 1963. BUSSECUENT CHANGES TO MINEL O POTENTIONETERS ARE IDENTIFIED BY DATE CODE NUMBER 8230 OR GREATER.	RB WAS STARTED IN S R CREATER.	EPT. 1963.	susseut	HT CHANG	ES TO MINE	
2 2 3	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	LV-99-24-4672-F C AMPLIFIER	FAR 27-01612-3	019079	FACTORY	YES BEN NO 107	BENDIX-PACIFIC 1077064-2A	
	FAILURE MODE-FAIL DURING . Rent Rose to 8 Amerres whe T deternined, two Possible The mamufacturers absolute	G OPERATION, RADIOFREGUENCY POWER AMPLIFIER FAILED WHILE INSTALLED IN A TELEMETER. IMPUT CUR Hem 4 amperes is the maximum allomed, prilyse has comfirmed, however, the exact cause was no Le causes were operation of the amplifier without a load and the tubes being operated above Te maximum ratings.	HPLIFIER FAILEO WHI D. FAILWEE WAS COM PLIFIER WITHOUT A LC	LE INSTALI IRNED, HO AD AND TH	ALLED IN A TELEMETER. IN- HOMEVER, THE EXACT CAUSE THE TUBES BEING OFERATED	IELEMETER EXACT C IING OFER	. INPUT CUR AUSE WAS NO ATED ABOVE	« 0

SENERAL DYNAMICS CONVAIR DIVISION

11 104 1166

DIFFICULTIES REVIEW-INSTRUKENTATION SYSTEM-ALREGRAN

ANE RT NO	E 108	•	POWER THOR 1		0 1 4 0 0	FAIL	71 ONE	11 G G G G G G G G G G G G G G G G G G	3 > > te			0	
VENDOR NAME	THINE IF TH	YES BENDIX NO BISUSSE-E	LACK OF AU		SPECTROL 60	EXPECTED.	MOJEL &B POTENTIONE		ATEO THERE		D-92	IBUTED TO A	
VEHICLE SITE PRI	IMPLIFIERS TO DETER A SD OHM LOAD.	SAGSAT FACTORY YES	OF THE TOP PACKAGE IS CANCELED DUE TO		840816 FACTORY YES	19 0.50 YOLT DC WAS	SPECTROL FOCK.	MADELS FACTORY YES	MEGATIVE PULSES WERE INDIC BY TWX 64-61-DDS.		64D61E FACTORY YES	PAILURE MAS ATTRE	
DIF DATA BOURCE VEH	VENDOR IR TO PERFORM A 100 HOUR TEST OM 20 AMPLIFIERS TO DETERMINE IF THE TUB Personnel are to operate the Amplifier with a 50 omm load.	FAR 87-01611-1	ING PREVIBRATION CHECK IED. FAILURE ANALYBIB WA		747 747 840 840 840 840	REAS 0.000 PLUB OR MIMU OPEN KLECTRICALLY AT 10	RECOMMENDING-(A) THE US	FAR 7-12232-5	NO POSITIVE OR NEGATIVE DUE TO MAIVER BY TAN 6		FAR 840	ECIFICATION ERROR BAND.	
TEST/REPORT NUMBER FAILED COMPONENT NAME	EMENT VENDOR IR Tebt Perbonnel	LV-69-E4-4703-C POMER BUPPLY	FAILURE WODE-FAIL DURING OPERATION. FOWER BUPPLY FAILED DURING PREVIBRATION CHICK OF THE TOP PACKAGE WHEN THE FOWER Bupply exhibited no quiput. A minikum of 7 watts was required. Failure analysis was canceled due to lack of Authori Ed Funds.		A-88-E4-4773F Detector-Potentioneter	FAILUME MODE-ELECTRICAL OPEM. CUIPUT WAS 0.0615 VOLT DC WHEREAS 0.000 PLUS OR MINUS 0.50 VOLT DC WAS EXPECTED. FAIL Ume was caused by Failure of Potentiometer R6. R8 has found open klectrically at 100 deg f.	CORRECTIVE ACTION-RAR BLY-99-24-8251 WAS PREVIOUSLY ISSUED RECONMENDING-(A) THE USE OF SPEC ERS BE DISCONTINUED BY COMVAIR- (B) REMOVE ALL SPECTROL MODEL OF POTENTIOMETERS FROM STOCK.	LV-98-24-470g-C GALIBRATOR	FAILURE HODE-FAIL DURING OPERATIOM. CALIBRATOR FAILED WHEN NO POSITIVE OR NEGATIVE PULSES WERE INDICATED THEREBY IFYING A NO-OUTPUT COMDITION, FAILURE AMALYSIS WAS CANCELED DUE TO WAIVER BY TWX 64-61-DDS.		A-99-E4-4679-F PRESSURE TRANSDUCER	THE TRANSDUCER HAD AN OUT OF SPECIFICATION ERROR BAND. FAILURE MAS ATTRIBUTED TO A FORD	
SVSTEN BUG-SVSTEN	CORRECTIVE ACTION-BY MUTUAL AGREEMENT ES ARE BEING OVERDRIVEN, ALSO ALL TEST	INSTRUMENTATION-A/B LV-99-E4-470 TELEMETRY SET AND TRANSDUC POWER SUPPLY ERS	FAILURE MODE-FAIL DURING OP AUPPLY EXHIBITED NO QUIPUT. ZED FUNDS.	CORRECTIVE ACTION-NOME.	INSTRUMENTATION-A/B A-: TELEMETRY SET AND TRANSDUC DE Erb	FAILURE MODE-ELECTRICAL OPE URE MAS CAUSED BY FAILURE OF	CORRECTIVE ACTION-RAR BLY-99-E& TERS BE DISCONTINUED BY CONVAIR.	IMBTRUMENTATION-A/B Telemetry bet and transduc cai Cab	FAILURE MODE-FAIL DURING OPERATIC RIFTING A MO-OUTPUT COMDITION, FAI	CORRECTIVE ACTION-MOME.	INSTRUMENTATION-A/B A-99-E4- TELENCIRY SET AND TRANSOUC PRESSURE ERS	FAILURE MODE-LEAK-EXTERNAL, THE	

DIFFICULTIES REVIEW-INDIAUMENTATION SYSTEM" AIRBORNE

17 NO	088880 novo.	990751 THE	T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	70 MO 1037R 893853 108E	ON WAB 1H
I VENDOR NAME H VENDOR PART NO	ופורונג סב נ	YES SOURNS NO O O O O O O O O O O O O O O O O O	SEMENT AND THE	AND THEIR BUB MO B GULTOM INDUSTR IES RT-01924-2 BT-01964-2 WATING, FAILURE UME COULD NOT BE	ANIMATION W
BITE PRI	UCE THE POSS	640612 FACTORY VES BOURNS NO NO CYCLE, THE OUTPUT ERROR WAS 0.94 PERCENT. THE	FACTORY YES NO ATED TO THE FO	COULATOR MODULES AND THEIR SUB MODEL OF TACTORY YES CULTON INDUSTR NO IES 87-01924-E BE HIGH AND FLUCTUATING, FAILURE THE RESISTOR FAILURE COULD NOT BE	MERCUAY CONT
E. VEHICLE DATE DIF	IGUES TO RECH MAY EXIST.	64061E , THE OUTPUT	640610 AND 9 INDICAND ATTRIBLENCE OF WAS CANAGE	7 58 ·	91 L1TY THAT
DIF DATA SOURCE- PART NUMBER	MANFACTURING AND INSPECTION TECHNISUES TO REDUCE THE POSSIBILITY OF FOROU Detecting those porous welds which may exist.		FAR 60-11117-1 SEL CHANNELS 5: 6 UNE WAS CONFIRMED PRIED OF N 118 THE POTENTIOMETE	ARE WHEN TEBTING FAR ET-G1924-1 UT VOLTAGE WAS FO	STIGATE THE POSSI
TEST/REPORT NUMBER FAILED COMPONENT MANE	IDOR REVISED BOTH MANFACTURING AND IE POSSIBILITY OF DETECTING THOSE	FRESSURE TRANSDUCER 69-01004-83 FRESSURE TRANSDUCER 69-01004-83 FRESSURE TRANSDUCER 64061E FRESSURE TRANSDUCER 64061E FRESSURE TRANSDUCER 64061E FRESSURE FORT 2-AXIB BLT VIBRATION FROOF CYCLE, THE OUTPU	CORRECTIVE ACTION-NONE THE VIBRATION LEVEL LAS APPROXIMATELY 10G PERCENT ABOVE SPECIFICATION REBUIREMENT AND THE UN SUCCESSFULLY PASSED THE PERIODIC RE-EVALUATION TEST. MSTRUMENTATION-A/S BLV-A9-24-4652-F FAR 64061G FACTORY YES NO SELEMETRY SET AND TRANSDUC REGULATOR-POTENTIONETER FAILED WHEN CHANNELS 5, 6 AND 9 INDICATED 67RO NULL LEVELS OF 71 FAILURE MOSE-OPEN (ELECT) RADIOFREGUENCYTELEMETER FAILED WHEN COMFIRMED AND ATTRIBUTED TO THE POTENTIONETER IN THE REGULATOR MODULE OF THE DEMONDULATOR 69-11110-5 REING BURNED OPEN ON 118 GROUND ENC. THIS CONDITION ALLOWED THEBI AS YOLTAGE GENERATED BY THE REGULATOR TOBE SO PERCENT HIGH. THE POTENTIONETER WAS DAMAGED BEFORE THE MODULE WAS POTTED.	CORRECTIVE ACTION-REGUEBTED THAT TEST PERSONNEL EXERCISE CARE WHEN TESTING THE DEMODULATOR MODULES AND THEIR SUB MODULES. INSTRUMENTATION-A/8 SLV-AB-E4-4708-F TELEMETRY SET AND TRANSDUC TRANSDUCER-AMPLIFIER-RESISTOR ST-G1924-1 RADEO FACTORY YES GULTON INDUSTRERS ERS FAILURE MODE-SHORT (ELECT). BIAS UNIT FAILED WHEN THE OUTPUT VOLTAGE MAS FOUND TO BE HIGH AND FLUCTUATING. FAILURE MAS CONFIRMED AND ATTRIBUTED TO A PARTIALLY SHORTED RESISTOR. THE PRECISE CAUSE OF THE RESISTOR FAILURE COULD NOT BE ISOLATED.	ED THE BUALITY CONTROL GROUP INVESTIGATE THE POSSIBILITY THAT MERCUAY CONTANINATION WAS IN
BUB-BYBEN	CORRECTIVE ACTION-THE VENDOR REVISED BOTH S MELDS AND TO INCREASE THE POSSIBILITY OF	INSTRUMENTATION-A/B FRESSURERS ERS FAILURE WOE-OUT OF TOLERANCE, D MAXINUM ALLOMABLE ERROR IS G.75	CORRECTIVE ACTION-MONE THE VIBRA IT HAD SUCCESSFULLY PASSED THE PE INSTRUMENTATION-A/B SLV-AS- TELEMETRY SET AND TRANSDUC REGULAT ERS FAILURE MODE-OPEN (ELECT) RADIOF PERCENT (MFORNATIONBANDWIDTH LANEN THE REGULATOR MODULE OF THE DEMON AB YOLTAGE GENERATED BY THE REGULE ED.	CORRECTIVE ACTION-REGUEBTED THAT OULES. INSTRUMENTATION-A/B SLV-AB-TELEMETRY BET AND TRANSDUC TRANSDUC FRANSDUC FANDA TRIBUTED 50 A 180LATED.	CORRECTIVE ACTION-REGUESTED THE TRODUCED BY THE VENDOR.

9901 NOT 81

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	MISSI-ANIANI STILISTILIS	REVIEW-INSTRUMENTATION SYSTEM-AIRSORNE	RECENE			
BYBTEH BUB-BYBTEH	TESTREPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE	IF OTH	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B BLY-AS-E4-4709-F TELEMETRY SET AND TRANSDUC PREASURE TRANSDUCER Erb	SLV-AS-E4-4700-F PREASURE TRANSDUCER	FAR.	710E FACTORY 640610	2 8	BOURNS	• 22 00 00 00 00 00 00 00 00 00 00 00 00
FAILURE MODE-OUT OF TOLERANCE. FOLT 18 EXPECTED, FAILURE MAS IN	ANCE. DURING MISSILE CHECKOUT THE VOLTAGE OUTPUT WAS HIGH-PLUS D.DZS VOLT WHEN PLUS D. Was not compirmed, checkout procedure was not compatible with the units specification.	VOLTAGE OUTPUT MAS :	OUTPUT WAS HIGH-PLUS 0.028 VOLT WHEN PLUS 0.002 NOT COMPATIBLE WITH THE UNITS SPECIFICATION.	VOLT WH TB BPEC	EN PLUS 0.002 IFICATION.	
CORRECTIVE ACTION-FAILURE WAS	WAS NOT CONFIRMED. 6D/C CORRECTED CHECKOUT PROCEDURE TO	CHECKOUT PROCEDURE		TIBILIT	SUBURE COMPATIBILITY WITH SPECIFI	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	CT-98-24-3143 TRANSHITER INDUCTOR, DIODE	FAR 53-01149-3	1350 ETR 640610	, š	TEXAS INSTRUME MTS 435578-7	
FAILURE MODE-OUT OF TOLERANCE AN IMPROPERLY TUNED INDUCTOR (BENBITIVITY MAS APPARENTLY CA	ANCE. LOW POWER OUTPUT AND IMPROPER DEVIATION SENSITIVITY, LOW POWER OUTPUT WAS CAUSED BY OR (L-203), THE LOCKRING WAS APPARENTLY LEFT LOGAE BY THE MANUFACTURER. IMPROPER DEVIATION Y CAUSED BY A CHAMGE IN CAPACITANCE OF THE VARICAP DIODE.	R DEVIATION SENSITIVITY ENTLY LEFT LOGSE BY THE E OF THE VARICAP DIODE.	VIIV. LOW POWER THE MANUFACTURE ODE.	OUTPUT R. INPR	WAS CAUSED BY OPER DEVIATION	
CORRECTIVE ACTION-NOME.						
IMSTRUMENTATION-A/B 69C2D37 TELEMETRY 8ET AMD TRAMBOUC TEMPERATURE TRAMSOUCER Erb	69C2037 Temperature transoucer	U1P-PR1 7-01633-3	640610 60/C	ž 3	LEW15 368348	991170
FAILURE MODE-STRUCTURAL. : . THE FAILURE APPEARED TO (E TO THE BHIELD.	FAILURE MODE-STRUCTURAL. ELEMENT B OPEN CIRCUITED DURING THE PROOF THE FAILURE APPEARED TO BE THE RESULT OF MIGHANDLING. THE CERANIC TO THE BHIELD.	E PROOF CYCLE FOLLO CERANIC MANDREL WAS	CYCLE FOLLOWING 300 DEG. F HIGH TEHPERATURE TEST MANOREL WAS CRACKED AND THERE WAS EXTERNAL DAMAG	HIGH TE Re was	HPERATURE TEBT External damag	
CORRECTIVE ACTION-TEST PROCED	OCEDURES HAVE BEEN REVISED TO INCORPORATE INFROVED HANDLING TECHNIQUES.	RPORATE IMPROVED HA	NDLING TECHNIOUR	•		· ·
JMSTRUMENTATION-A/D TELEMETRY BET AND TRAMBDUC ERB	FAR-LV-99-24-4888-F ACCELEROMETER TRAMSOUCER	FAR 7-01413-8	640609 FACTORY	¥ 458	BORG-VARNER 8747-B	6 9 9 0 6 6
FAILURE MODE-CONTANINATION TORY IT MAD MO OUTPUT, CON:	FAILURE MODE-CONTANINATIOM. THIS ACCELEROMETER MEASURES MISSILE LONGITUDINAL ACCELERATION, DURING A TEST IN THE FAC ORY IT MAD MO OUTPUT. COMTANINATION WAS FOUND IN THE SENSING HEAD, THE REBULT OF USING AN ACID CORE SOLEER FLUX.	SILE LOMGITUDINAL A P HEAD, THE RESULT	CCELERATION. DURING A TEST IN THE OF USING AM ACID CORE SOLEER FLUX.	CORE	EST IN THE FAC OLDER FLUX.	,
CORRECTIVE ACTION-THE FAILURE	LURE WAS COMPIRMED. THE VENDOR DISCONTINUED THE USE OF	CONTINUED THE USE O	ACID CORE BOLDER.	GR.		······································
					PAGE 0140	

SENERAL DYNAMICS CONVAIR DIVISION

11 10H 1166

*****	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	IMENTATION SYSTEM'S	IRBORNE				ſ
8 V 8 T E W 8	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE &	TIME DIF	PRI VEND	PRI VENDOR NAME OTH VENDOR PART NO	٥١
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	GOC-EOST Temperature Transducer	1-01-121	940000 60/6		YES LEWIS NO 868348	.:	0 2 2 2 2 2
FAILUME MODE-CONTAMINATION. INBULATION REENE USED IN CLEANING DILATED THE BILLCOME NO CAUSED DETERIORATION OF THE INBULATION.	FAILUME MODE-CONTAMINATION, INBULATION RESIBTANCE MAB B MEBONMB. A MIMIMUM OF BD MESONMB IB REBUIRED, TRICHLORETHY Eme ubed in cleaning dilated the billone Rubber Prebbure relief device.The trichlorethyleme them entered the head MD caubed deterioration of the inbulation.	CHIEF DEVICE, THE TRI	OF BD HECOMMS IS RESUINED. TRICHLORETHYL. TRICHLORETHYLEME THEN ENTERED THE HEAD A	THEN E	ED. TRI	CHLORETHY THE NEAD	
CORRECTIVE ACTION-CLEANING AL MILL NOT BE DAMAGED BY	CORRECTIVE ACTION-CLEANING PROCEEDURES WERE CHANGED TO OMIT CLEANING THE MEAD TO ASSUME THAT THE SILICOME RUBBER I will not be damaged by any cleaning agent.	T CLEANING THE HEAD	TO ASSURE THA	T THE 8	ILICOME	AUBBER SE	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC	SSCROST TEMPERATURE TRANSDUCER	UTF-PAT 7-01838-8	3/09 9090+9	_	VES LEWIS NO 868348	. :	
FAILURE MODE-LEAR-EXTERNA MUM 10CC/1EC FAILURE MAS C	EXTERNAL. DURING THE INITIAL PROOF CYCLE, THE TRANSDUCER LEAKED IN EXCESS OF THE PERMISSABLE MAXI E was caused by a porcus silver solder pressure seal at the semsims element end of the prose.	, THE TRANSDUCER LES RESSURE SEAL AT THE	RED IN EXCESS BEHBING ELEME	OF THE	PERNIS OF THE	SABLE MAX PROBE.	
CORRECTIVE ACTION-THE VEND	CORRECTIVE ACTION-THE VENDOR HAS CHANGED WELDING AND IMSPECTION PROCEEDURES SO ITS SUALITY CONTROL WILL, HENCEFORTH Be adlouriely maintained.	CTION PROCEEDURES BG) 178 BUALITY	CONTROL	WILL.	HENCEFORT	-
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC ERS	8LV-98-24-4897-F RECTIFIER DICOE	FAR 27-12403-1	440808 FAC	FACTORY Y	7E 8		****
FAILURE MODE-OUT OF TOLER M TO 20 YOLTS AC. FAILURE CR-S.	FAILURE MODE-OUT OF TOLERANCE. THE RECTIFIER FAILED WHEN IT WAS OBSERVED THE 113 VOLT AC INPUT WAS BEING LOADED DOW I to 20 you'ds ac. Failure was comfirmed, however, exact cause was not rhomm. Probable cause was a cracked cristal in CR-3.	T WAS OBSERVED THE :	115 VOLT AC 1N POBABLE CAUSE	FUT MAB	MAS BEING A CRACKED	LCABED DOW CRTSTAL IN	2 2
CORRECTIVE ACTION-NOME. 8	SINCE THE IDENTATY OF THE BIODE MAI	THE BIODE MANUFACTURER COULD NOT BE LEARNED.	F BE LEARNED.				
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-88-E4-4715-F POMER CHAMGEOVER BAITCH/B	FAR 27-01206-801	640608 FAC	FACTORY Y	YES KINETICS NO H-145-7	71C8	
FAILURE MODE-BIRUCTURAL. RE OF VENDOR TO PROPERLY B.	FAILURE MODE-BTRUCTURAL. SEPARATION BETWEEN EVELET POST AND COLLAR AROUND EVELET TERMINALG. FAILURE CAUSED SY PAILU Is of Vendor to properly seal these 3 units and/or application of extreme meat unen soldering leads.	D COLLAR AROUND EVEL Lom of extreme meat	et terninals. Wen bolderin	FAILUR 6 LEADS	E CAUSE .	**************************************	3
				,		PASE 0147	

11 Jun 1100

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

										•
		5500		692312			693616			
VEHICLE BITE PRI VENDOR MANE DATE DIF TIME DIF OTH VENDOR PART NO	AND FOUND ADERUATE TO PREVENT FAULTY	64D6DS FACTORY YES FIFTH DIMENSION NO N MEXD-469	THE COMMUTATION RATE WAS S.ES RPS. THE SHIFT UPWARD IN THE MOMIMAL COMMUTATION RATE, SE REJECTED: WAS THE RESULT OF EITHER A REDUCTION IN THE TORSUE RESULRED TO DRIVE T SAMITCH COMBINATION, OR CHANGES IN THE MOTOR CHARACTERISTICS.	640603 60/C YEB BOURNS NO Z007371707	FAILURE MODE - OUT OF SPECIFICATION. ON 3 JUNE 1984. S UNITS FAILED THE POST MINUS 100 DEGREES F PROOF CYCLE WHEN T E ERRORS WERE 1.35.1.17. 1.32. 1.23. AND 1.23 PERCENT OF FULL SCALEVOLTAEE RATIO, RESPECTIVELY. FOUR UNITS FAILED T E FAST FLUS 300 DEGREES F PROOF CYCLE ON 3 JUNE 1984. THEY HAD ERRORS OF PLUS 1.50. 1.43. 1.43. AND 1.38 PERCENT OF FULL SCALE WOLTAGE RATIO. RESPECTIVELY. THE ALLOHABLE ERROR 18 PLUS OR MINUS 1.0 PERCENT PLUS INSTRIBENT ERROR OR P US OR MINUS 0.15 PERCENT.		640602 FACTORY YES	FAILURE MODE-ELECTRICAL OPER, TRANSDUCER POMER BUPPLY FAILED DURING BENCH TESTING WHEN MO VOLTAGE COULD BE MEASURED ON THE 5 WOLT DC CALIBRATE VOLTAGE, FAILURE WAS CONFIRMED AND ATTRIBUTED TO A LOOSE CONNECTION IN CAPACITOR C-3 OF ME CHOPPER CIRCUIT REBULTIMG FROM INSUFFICIENT SOLDER TO MAINTAIN THE PIGTAIL-TO-CAPACITOR FOIL CONNECTION.	CORRECTIVE ACTION-RECOMMENDED CAPACITORS MANUFACTURED SEFORE NOVEMBER 1983 NOT SE USED. ALSO RECOMMENDED VENDOR TAK MECESSARY ACTION TO PREVENT RECURRENCE OF THIS TYPE OF FAILURE.	PACE OXAB
DIF DATA BOURCE Y		FAR 87-01636-81	NE COMMUTATION RATE MAS S.ES RPS. THE SHIFT UPWARD IN THE MOMINE REJECTED: WAS THE RESULT OF EITHER A REDUCTION IN THE TORGISMICH COMBINATION, OR CHANGES IN THE MOTOR CHARACTERISTICS.	69-01003-39	UNITS FAILED THE POST MINITY FULL SCRIEVOLTAGE RATIO THEY HAD ERRORS OF PLUS 1.1		- 1748-1-1919 - 1919 -	AILED DURING BENCH TEBTIMED AND ATTRIBUTED TO A LCCO MAINTAIN THE PIGTAIL-TO-	FFORE NOVEMBER 1965 NOT BE	
TESTAREOUT NUMBER FAILED COMPONENT NAME	CORRECTIVE ACTION-PROCEDURES, TESTS AND INSPECTION METHODS REVIEWED BY VENDOR MITS FROM BEING SMIPPED.	BLY-88-24-4752 COMMUTATOR		603-693 PRESSURE TRANSDUCER	ECIFICATION, ON 3 JUNE 1964, 9 4-3E, 1-ES, AND 1-ES PERCENT O PROOF CYCLE ON 9 JUNE 1964, T RESPECTIVELY, THE ALLOHABLE E		LV-99-24-4624-F POMER BUPPLY-CAPACITOR	FAILURE MODE-ELECTRICAL OPEK, TRANBOUCER POMER BUPPLY FAILED DURING BENCH TESTING WHEN MO VOLTAGE COULD BE ON THE \$ YOLT DC CALIBRATE YOLTAGE, FAILURE WAS CONFIRMED AND ATTRIBUTED TO A LOOSE CONNECTION IN CAPACITOR THE CHOPPER CIRCUIT RESULTING FROM INSUFFICIENT SOLDER TO MAINTAIN THE PIGTAIL-TO-CAPACITOR FOIL CONNECTION.	ACTION-RECOMMENDED CAPACITORS MAMUFACTURED BEFORE NOV ACTION TO PREVENT RECURRENCE OF THIS TYPE OF FAILURE.	
avaten aug-avaten	CORRECTIVE ACTION-PROCEDU	INSTRUCENTATION-A/B BLY-56-E4- TELEMETRY SET AND TRANSOUC COMMUTATOR ERS	PAILURE MODE-OUT OF TOLERANCE. WHICH CAUSED THIS COMMUTATOR TO HE MOTOR, GERTRAIN, AND SAMPLING CORRECTIVE ACTION-NOME.	INSTRUMENTATION-A/B 693-693 TELEMETRY SET AND TRANSDUC PRESSUR ERS	FAILURE MODE - OUT OF SPECIFICATINE ERRORS WERE 1.38:117: 1.32: 1 HE FAST PLUS 300 DEGREES F PROOF FULL SCALE VOLTAGE RATIO, RESPEC- LUS OR MIMUS 0.15 PERCENT.	CORRECTIVE ACTION-HOME.	INSTRUMENTATION-A/B LV-99-4 TELEMETRY SET AND TRANSDUC POWER 4 ERS	FAILURE MODE-ELECTRICAL O ON THE S YOLT DC CALIBRAT THE CHOPPER CIRCUIT REBULT	CORRECTIVE ACTION-RECONNEI E NECESSARY ACTION TO PREVI	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM'AIRBORME

875TEN 8U8-875TEN	TEST/REPORT NUMBER FALLED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRI V	VENDOR NAME VENDOR PART NO	,
IMSLAUMENTATION-A/B A-99-24-4847- TELEMETRY SET AND TRANSDUC TAPE RECORDER ERB	A-88-24-4847-F TAPE RECORDER	FAR 87-01637-3	1116	PACTORY	7E8 APP 1C8	APPLIED MAGNET	•
FAILURE MODE-STRUCTURAL, UNIT MAS CAUSED BY TAPE STICKING TO ROLLERS FROM TAPE COMTRACTION.	SMIT WAS REJECTED FOR LACK OF OUTPUT AS CAUSED BY TAPE STOPPAGE, FAILURE WAS COMFIRHED AS O Rollers and erase head tobether with transport rollers binding. This discrepancy resulted	UT AS CAUSED BY TAP ITH TRANSPONT ROLLE	E STOPPAGE RS BINDING	. THIS DI	WAS C	FAILURE WAS COMFIRHED AS THIS DISCREPANCY RESULTED	
CORRECTIVE ACTION-REDESIGN OF TI FOR HEADS AND ROLLERS TO PREVEN	EN OF THE CAPSTAN AND TAPE TENSION ADJUSTMENT ROLLER, INVESTIGATE POSSIBLE COATING MATERIAL PREVENT STICKING OF TAPE.	ADJUSTMENT ROLLER,	Invebticat	E POSSIBL	E COAT	ING MATERIAL	
INSTRUMENTATION-A/B A-A9-24-4625-P Telemetry bet and transduc tlm canister/tit ers	A-A9-24-4625-P TLM CANISTER/TTT	FAR 87-12113-607	106F	FACTORY	22		996133
FAILURE MODE-FAIL TO OPERATE AT RECONDS LATE, IT IS CONSIDED THA	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, ACTUATION OF TELEMETRY TIME TRANSFOSITION WAS INDICATED TO BE SECONDS LATE, IT IS CONSIDED THAT THE TELEMETRY CHECKOUT TRAINER HAD WRONG TIME SASE.	OF TELEMETAY TIME T INER HAD WRONG TINE	RANSPOSITI BASE.	ON WAS IN	DICATE	0 10 85 .08	
CORRECTIVE ACTION-TEST EQUIPMENT IN THE FACTORY TELEMETRY TRAILERS.	CORRECTIVE ACTION-TEST EQUIPMENT ENGINEERING WAS REQUESTED TO PROVIDE THE SAME TIME BASE TO ALL TAPE RECORDERS WITH MINE FACTORY TELEMETRY TRAILERS.	TO PROVIDE THE SAME	TINE BASE	TO ALL T	APE RE	CORDERS WITH	
INSTRUMENTATION-A/B LV-99-24-4 TELEMETRY BET AND TRANSDUC OBCILLATOR ERB	LV-99-24-4657-C OSCILLATOR	7-01488-819	440526	FACTORY	10	1041962-3-K	6 H
FAILURE MODE-OUT OF SPECIFICATION, THE THE HIGH FRERENCY TOLERANCE LIMITS OF TO MAIVER BY DLV RELIABILITY CONTROL.	IFICATION. THE SUBCARNIER OSCILLATOR FAILED WHEN IT COULD NOT BE ADJUSTED TO OPERATE WITHIN LIMITS OF TSSID PLUS OR MINUS 21D CYCLES PER SECOND. FAILURE ANALYSIS WAS CANCELED DUE	R FAILED WHEN IT CO ESG CYCLES PER SECO	ULD NOT BE NO. FAILUR	ADJUSTED E ANALYSI	TO OF	ERATE WITHIN Canceled due	
CORRECTIVE ACTION-NOME.							·
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	LV-A9-24-4629-C TLM CANIBTER	FAR 87-11341-945	1950 640323	FACTORY	YES BENDIX NO	× 101	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
FAILURE MODE-OUT OF TOLERANCE.	IANCE. CHANNEL 18 WAS OPERATING AT 4 PCT BELOW THE LOW FREGUENCY BAND EDGE.	FCT BELOW THE LOW	FREGUENCY	BAND EOS	ij		-,
CORRECTIVE ACTION-NOME, FAILURE	AILURE ANALTOIS WAS CANCELED.						
						PA6E 0140	

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-ALREGAME	RUMENTATION SYSTEM"A	IRBORNE	•			
BVB-BVER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	SITE TIME DIF	# 0 # 10	VENDOR HANE VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	SLV-88-24-4848 TRANSMITTER, DISCRIMINATOR	FAR 87-01610-1	640382	FACTORY	ដូន	BEN01X 3131107-3	
FAILURE MODE-ERRATIC OFERATION V THE CRYSTAL CONTROLLED DISCRI	RATION. UNIT WAS REJECTED FOR HIGH OUTPUT FREQUENCY. CAUSED BY SPURIOUS SIGNALS GENERATED Discriminator.	OUTPUT FREEDENCY. C	AUBED BY 4	PURIOUR	# 1 CWA	LS GENERATED 8	
CORRECTIVE ACTION-VENDOR IS HO ICATION WAS MODIFIED FOR CLOSER	CORRECTIVE ACTION-VENDOR IS HOLDING A TIGHTER TOLERANCE ON DISCRIMINATOR BIAS VOLTAGE, DISCRIMINATOR CRYSTAL SPECIF	DISCRIMINATOR BIAS	VOLTAGE. D	BCRIMIN	ATCR	CRYSTAL SPECIF	
INSTRUMENTATION-A/8 FRESC TELEMETRY SET AND TRANSOUC TEMPE ERS	FRESCELTT.1 Temperature transducer	UTP-PRT 7-01648-9	640588	3/03	2 3	YES ROSEMOUNT NO 134A6	## ## ## ## ## ## ## ## ## ## ## ## ##
FAILURE MODE-OPEN (ELECTRICAL) OF 10 OHNS. THE FAILURE WAS CAU R 1N 7NE WIRE. (8/W 1944)	RICAL). DURING VIBRATION IN THE X-AXIB: THE REBIBTANCE BECAME ERRATIC AND VARIED IN EXCESS AB CAUBED BY ABROKEN LEAD WINE WHICH WAS MAKING INTERMITTENT CONTACT. BREAK CAUSED BY A NIC	IXIS, THE RESISTANCE Im was making interm	BECANE EN	RATIC AN	O VAR	AND VARIED IN EXCESS BREAK CAUSED BY A NIC	
CORRECTIVE ACTION-VENDOR CHAME DITIONAL UNITS WITH NICKED WIRE	CORRECTIVE ACTION-VENDOR CHAMED PRODUCTION TECHNIQUES AND INSPECTION PROCEEDURES TO PRECLUDE THE POSSIBILITY OF ITIONAL UNITS WITH NICKED WIRE REACHING 60/C. ALL UNITS PRODUCED PRIOR TO MARCH 1863 WERE SURVETED.	INSPECTION PROCEEDU XDUCED PRIOR TO MARC	REB TO PRE H 1963 WER	CLUDE THE	E 708	SIBILITY OF AD	
INSTRUMENTATION-A/B 69-2167-1 TELEMETAT SET AND TRANSDUC TRANSDUCER ERS	69-2167-1 Transoucer	UTP-PAT R7-D1988-58	640522	3/09	2 2	WIANCKO PE-4106-E1	***************************************
FAILURE MODE - OUT OF TOLERANC PERCENT AND MINUS D.O PERCENT.	LERANCE. THE TEST SPECIMEN ERROR BAND DURING THE PRE-ACCELERATION PROOF CYCLE MAS PLUS 1.86 RCENT. THE ALLOWABLE 18 PLUS OR MINUS 1.0 PERCENT. 4/N 3050019.	IND DURING THE PRE-ACCELERATION IND 1.0 PERCENT. 4/N 3030019.	SCELERATIO 3050019.	N PROOF	CYCLE	WAS PLUS 1.66	
CORRECTIVE ACTION - MONE.	. THE PART WAS RETURNED TO THE VENDOR AND THE FAILURE WAS NOT COMFIRMED.	OR AND THE FAILURE	WAS HOT CO	HF I RNED .			····
INSTRUMENTATION-A/B LY-89-R4-46 TELEMETRY SET AND TRANSDUC DENCOULATOR ERS	LV-99-24-4628-C DEMCOULATOR	FAR 7-12077-8	040581	FACTORY	2 2		***************************************
FAILURE MODE-OUT OF TOLERANCE.	IANCE. UNIT WAS REJECTED FOR VOLTAGE MONLINEARITY.	E WONLINEARITY.					
CORRECTIVE ACTION-NOME, AL	CORRECTIVE ACTION-MONE, AMALYBIB WAS CANCELED. UNIT PLACED ON WAIVER.	ON WAIVER.			:		
						PAGE 0150	

SEMERAL DYMANICS CONVAIR DIVISION

_		:			***************************************					
	VENDOR HAME VENDOR PART MO	KINETICS N788	PIND MERE FOU	ILURE MODE.	MINETICS M798	9.134 VOLTS DC. MAB MOT 180LA	OM BANDWIDTH.		SENDIN SSBBB-88	1810 2914
	PRI	÷ 2	THE	=	ž 2	21 25	3 B		# 9 B	
	817E 71ME 01F	FACTORY	ICAL COMME	KE OF THE	FACTORY	FROM S.C	PACTORY T OF 118FOL		FACTORY Miston Pac	
RBORNE	VEHICLE Date DIF	640580	HE ELECTRI	F RECURRED	640919	FLUCTUATES CONFIPMED	R89D 840319 30 PERCENT		1417 8400 19 1507 18AN	
FRUMENTATION SYSTEM'S	DIF DATA BOURCE PART NUMBER	FAR 87-01444-8	MERE REJECTED WHEN T ROVERTENTLY UMED THE	BRARY BIEFS TO PREVEN	FAR 87-18470-1	ILED WHEN 118 OUTPUT LIVOLTS, PAILURE WAS	FAR CS-13834-3 PUT VARIED PPOM O TO EM RESISTANCE SOLDER	A BOLDERING SCHOOL.	FAR ET-13498-1 ID BY SHOATIMS OF FT- NUFACTURING DEFECT 18	
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	TESTARFORT NUMBER FAILED COMPONENT NAME	A-89-24-4888-F AMPLIFIER, CONNECTOR	PAILURE MODE-CONTANINATION. EIGHT DIFFERENTIAL AMPLIFIERS WERE REJECTED WHEN THE ELECTRICAL COMMECTOR FINS WERE FOU D to be cornoded, pailure analysis revealed the vendor inadvertently used the wrong connector in the differential a Wlipiers.	CORRECTIVE ACTION-REGUESTED THAT THE VENDOR TAKE THE MECESSARY STEPS TO PARVENT RECURRENCE OF THIS FAILURE MODE.	A-83-E4-4638 Differential amplifier	IC OPERATION. DIFFERENTIAL AMPLIFIER FAILED WHEN ITS OUTPUT FLUCTUATED FROM S.D TO 9.154 VOLTS DC :BUIRE S.U VOLTS DC PLUS OR NINUS SO MILLIVOLTS, FAILURE WAS CONTINUED BUT THE CAUSE WAS MOT ISOLA WORE.	HATRUMENTATION-A/B LV-89-RA-4649-P FAR E89D FACTORY VEB SELEMETRY SET AND TRANSDUC COMVERTER-WIRING SF.13834-3 640319 NO HS FAILURE , ODE-ERRATIC OPERATION. CONVERTER FAILED WHEN OUTPUT VARIED FFOM S TO SG PERCENT OF INFORMATION BANDWISTN. FAILURE MAS COMPTRIED AND ATTRIBUTED TO AN INTERHITTENT HIGH RESISTANCE SOLDER CONVECTION.	SOLDERERS MUST NOW COMPLETE THE MASA BOLDERING SCHOOL.	LEMETAT SET AND TRANSDUC TLM CANISTER-TRANSLEDOR EP-13488-1 5407 FACTORY VES SENDIX LEMETAT SET AND TRANSDUC TLM CANISTER-TRANSLEDOR EP-13488-1 540519 MO 350505-EP FAILURE MODE-ELECTRICAL SHORT, MO RF OUTPUT, FAILURE CAUSED BY SHORTING OF PT-1507 TRANSLETOR FROM COLLECTOR TO EMI	
****	8787EN 808-878TN	TELEMETRY BET AND TRANSDUC TELEMETRY BET AND TRANSDUC TRS	FAILURE MODE-COMTANINATION ND TO BE CORNODED, FAILURE WPLIFIERS.	CORRECTIVE ACTION-REGUEST	ERECTRY BET AND TRANSOUC TREENETRY BET AND TRANSOUC	fallume MODE-EMATIC OPER , SPECIFICATIONS REGUINE S TED. CORRECTIVE ACTION-NOME,	TELEMETRY SET AND TRANSDUC- ERS FAILURE , ODE-ERRATIC OPER	CORRECTIVE ACTION-ALL BOLL	INSTRUMENTATION-A/B TELEMETAT AET AND TRAMBOUC ERS FAILURE MODE-ELECTRICAL B TTER CAUBE OF SHORTED TRAM	

SEMERAL DYNAMICS CONVAIR DIVISION

DIPFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE

					and the same of th	1
8787EM 808-8787EM	TEST/REPORT HUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE Date DIF	817E 71ME DIF	VEHICLE BITE PRI VENDOR NAME DATE BIF TIME BIF OTH VENDOR PART NO	r
MSTRUMENTATION-A/B A-89-24-4745-F ELEMETRY SET AND TRANSDUC SUSCARRIER OSCILLATOR RS	A-88-84-4746-F Buscarrier Oscillator	FAR 87-01807-817	010010	FACTORY	MO BENDIK PACIFIC MO BIBLISD-AAA	9
FAILUME MODE-PAIL DUMING OPERATION, THE OU COMPENT HE KILOCYCLES, NO FAILUME EXIL PROBLEM REPORTED IS IN THE HEXT ASSENDLY.	FAILUME MODE-FAIL DUMING OPERATION. THE OSCILLATORS OUTPUT CONTROL HAD NO EPFECT OM OUTPUT FREGUENCY, PRESUENCT MAS A CONSTANT 11E KILOCYCLES, NO FAILURE EXISTED IN THE BUBCARRIER OSCILLATOR, THERE 1S A POSSIBILITY THE CAUSE OF THE PROSLEM REPORTED IS IN THE NEXT ASSEMBLY.	ONTROL MAD NO EFFEC HER OBCILLATOR, THE	IT ON OUTP	UT FREGUE	NCT. PREBUENCY WAS T THE CAUSE OF THE	
CORRECTIVE ACTION-EOF 330 BUSPECTED SUBCARRIER OSCI	CORRECTIVE ACTION-EOP 330.597 RELEASED ASOUT BEPT. 18: 1964. THIS ALLOWED PRODUCTION PERSONNEL TO FUNCTIONALLY TEST Suspected suscarrier oscillators on an 1-01/10/04. Babis prior to rejection.	THIS ALLOWED PRODURE TO REJECTION.	KTION PER	DONNEL TO	FUNCTIONALLY TEST	
MSTRUZENTATION-A/8 LV-A9-24-4 ELEMETRY BET AND TRANSOUS OSCILLATOR R8	LV-A8-g2-4611-F OBCILLATOR	FAR 87-18681-1	3520 640814	FACTORY	YES UNITED ELECTRO NO DYMANICS 14363-M	*0860
FAILURE MODE-OUT OF TOLERANCE, UNIT MAS REJECT CORRECTIVE ACTION-MOME, FAILURE HOT CONFISHED.	FAILURE MODE-OUT OF TOLERANCE, UNIT WAS REJECTED FOR EXCESSIVE MOISE ON BUBCARRER CACILLATOR CHANNEL 55, CORRECTIVE ACTION-MONE, FAILURE HOT CONFIRMED,	VE MOISE ON SUBCARR	IIER COCIL	ATOR CHA	MKEL 55.	
HSTRUMENTATION-A/B LV-89-E4-1853-C ELEMETRY BET AND TRANSDUC COMMUTATOR SEAR MOTOR RS	LV-89-24-4833-C COMMUTATOR SEAR MOTOR	ran	64051.8	FACTORY	YES SENDIX NO 108448-38 108448-38	****
FAILURE MODE-OUT OF SPECII BHUS S PERCENT RPS. FAILUR	FAILUME MODE-OUT OF SPECIFICATION. THE GRANDTOM FAILED WHEN IT RAN AT 2.68 RPS. SPECIFICATIONS ALLOM 2.5 PLUS OR M INUS 5 PERCENT RPS. FAILUME ANALTSIS WAS CANCELED DUE TO MAIVER BY ALV RELIABILITY CONTROL.	IT RAN AT E.60 MPE ER BY SLV RELIABILI	TY CONTRO	 	11.04 8.5 PLUS OF H	
CORRECTIVE ACTION-MAK.						
MSTRUMENTATION-A/B LV-AB-24-A609-F ELEMETRY SET AND TRANSDUC SIGNAL CONDITIONER RS	LV-AB-24-4609-F BIGHAL COMOITIONER	7.4. 2.4.1.2.4.4.1.4.4.4.4.4.4.4.4.4.4.4.4.4.	3 3 E D	FACTORY	2 2	
FAILURE MODE-OUT OF TOLER! FOLERANCES BEIMS USED TO EN	FAILURE MODE-OUT OF TOLERANCE. UNIT WAS REJECTED FOR MARROM INFORMATION BANDHIDTH, FAILURE WAS CAUSED BY INCORRECT Folerances being used to evaluate the telemetry data.	INFORMATION BANDWID	TH. FAILU	75 KA\$ CA	USID BY INCORRECT	
CORRECTIVE ACTIOM-SCALE PACTOR WAS CORRECTED.	ICTOR WAS CORRECTED.	The second secon				
				Action Commission of the Commi	Trade and the second se	COLUMN TO AND THE OWNER OF

SENCRAL DYNAMICS CONVAIR DIVISION

18 JUN 1888

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	DIATED AND AND AND AND AND AND AND AND AND AN	MENTATION SYSTEM"A	I NBORING				
ATATEM BUB-BYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	BITE PRI VENDOR MAME TIME BIF OTH VENDOR PART HO	NAME 1487 HO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	LV-89-E4-4886-F RAMBOUC DEMODULATOR-MIRING	FAR 87-18367-601	9 40314	FACTORY	5 Q		•
FAILURE MODE-ELECTRICAL C UIRE B.050 PLUB OR MINUS JUNCTION OF WIRES FROM TY MER TR.	FAILURE MODE-ELECTRICAL OPEN, THE DEMODULATOR FAILED WHEN OUTPUT WAS MEASURED AT 8-282 VOLTS DC. SPECIFICATIONS RES 1885 8-000 PLUS OR MINUS 0-150 VOLTS DC. FAILURE WAS CONFIRMED AND ATTRIBUTED TO 400 SOLDER HAVING BEEN PLACED ON THE JUNCTION OF WIRES FROM THE OUTPUT CONTROL POTENTIOMETER PIN 12 OF THE EXTERNAL CONNECTOR AND TERMINAL 4 OF TRANSFORER TE.	TPUT WAS MEABURED AT 8-282 VOLTS DC. SPECI D AND ATTRIBUTED TO GO SOLDER HAVING BEEN 12 OF THE EXTERNAL CONNECTOR AND FERMINAL	AT 8.282 V 0 (40 80LD) COHNECTOR	OLTS DC. R HAVING	SPECIFICATIONS RES SEEN PLACED ON THE MIMAL 4 OF TRANSFOR	TRANSFOR	
CORRECTIVE ACTION-RECOMM	-RECOMMENDED MANUFACTURING INSPECTION INFROVE INSPECTION STEPS BEFORE POTTING.	WE INSPECTION STEP	B BEFORE	OTTING.			
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	69C1849.3 PRESSURE TRANSOUCER	UTP-PAT 68-01003-13	640914	3/0 3	TES BOURNS NO EDDAEDSSD4	***	
FAILURE MODE-OUT OF SPECI ERROR MAS 0.15 PERCENT, 1	OF SPECIFICATION, MAXIMM ERROR WAS 1.49 PERCENT. ALLOWED IS PLUS OR MIMUS 1.0 PERCENT. IMSTRUMENT Reent, Vemoor Comptrmed error caused by Omission Of 0.5 meconn resistor in Calibration.	RCENT, ALLOWED IS SRION OF 0.5 HECOM	PLUS OR NI N RESISTON	MUB 1.0	PERCENT. 148 BRATION.	TRUMENT	
CORRECTIVE ACTION-VENDOR	CHAMSED CALIBRATION PROCEDURE.						
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	A-95-24-4621-: Differential amplifier	FAR ET-12478-1	640918	FACTORY	YES KINKTICS NO		***
FAILURE MODE-OUT OF TOLES	OF TOLERANCE. UNIT COULD NOT BE ADJUSTED TO ZERO CUTPUT.	ZERO GUTPUT.					
CORRECTIVE ACTION-NOME.	FAILURE AMALYBIB WAB CANCELED.					•	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	LV-AB-E4-4810-F BIGHAL COMOITIONER-WIRING	FAR 27-18309-005	2250 640513	FACTORY	2 9		, 0 •
FAILURE MODE-ELECTRICAL (T & BROKEN MIRE ON RECEPTI	FAILURE MODE-ELECTRICAL OPER, UNIT MAS REJECTED FOR MO COMMUTATION ON CHANNEL 3T, FAILURE WAS CONFIRMED AS CAUSED! A SPICKEN MIRE ON RECEPTACLE JIS! PIN A.	ITATION ON CHANNEL	17. FAILU	IE WAB CO	MFIRMED AS C	M USED B	
CORRECTIVE ACTION-IMSPECT	I-IMSPECTION AND PRODUCTION PERSONNEL MERE CAUTIONED ON USE OF SOOD WORRHANSHIP AND PRACTICES.	AUTIONED ON USE OF	8000 NOR	KHANDHIP	AND PRACTICE		
				,	<u> </u>	PAGE 0183	

BENERAL DYNAHICS CONVAIR BIVISION

	DIFFICULTIES SEVICE-INSTRUMENTATION SYSTEM AIRSOUND	UNENTATION STATEM'A	B OR ME				
BYDTEN BUG-STEIN	TRETZEFORT NUMBER FALLED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE Date dif	817E TIME 91F	9 P P P P P P P P P P P P P P P P P P P	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC	B BLY-99-24-4878-C TRANSDUC PRESSURE TRANSDUCER	FAR 69-01008-81	818070	FACTORY	YES BOURNS NO EDSTRITOS	703	
FAILURE MODE-OUT OF BPEC. T PLUS ON MIMUS 1.0 PERCEM BECAUSE THE TRANSDUCER MA	FAILURE MODE-CUT OF BPEC. THE TRANSDUCER HAD A STATIC ERROR OF PLUS 3-14 PERCENT AND MINUS 4-39 PERCENT WHEREAS OML P plus om himus 1.0 percent is allomed by specifications, failure amalysis of this pressure transducer was camcelled Because the transducer was bent to the vendor for revork.	OF PLUS 3.54 PERCEI	AN ONE BILL	16 4.39 17 78.39	PERCENT WHE	READ ONL	
COMPECTIVE ACTION-NOME.	ARRESIA ARRESIA PRESIDENTA ARRESIA ARRE						
IMSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAR-LV-AG-K4-AG-V-P Paradus TRAzecuchs	7AR RT-01R40-9	352D 640513	FACTORY	VEB COLVIN	COLVIN 401-A-18-75	•
FAILURE MODE-LEAK-EXTERNA . A LEAK WAB DISCOVERED AI DERIMG.	FAILURE MODE-LEAK-EXTERNAL. THE TRANSDUCER WAS REJECTED DURING A TELEMETRY SYSTEM CHECK. THE OUTPUT MAS.OUT OF BAND . A LEAK KAS DISCOVENED AT THE SOLDER SEAL CASE JUNCTION, CAUSED BY IN ROPER CLEANING OF METAL SUMFACES AND POOR SOL DERING.	ING A TELEMETRY BYS LUBED BY IN: ROPER CLI	TEN CHECK. EANING OF	THE OUT	PUT MAS.OU'	FOOR BOL	<u></u>
CORRECTIVE ACTION-THE FAI	ECTIVE ACTION-THE FAILURE WAS CONFIRMED, THE VENDOR IMPROVED HIS SOLDERING TECHNISUES BY FOLLOWING THE TECHNISU Masa specification 1988, in Answer to har report LV-AS-24-6148.	ROVED HIS SOLDERING -84-8249.	TECHHI BUE	BY FOL	COMING THE	тесни во	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	INSTRUMENTATION-A/S A-NS-E4-4824-F TELEMETRY SET AND TRANSOUC DIFFERENTIAL AMPLIFIER WIRE ERS	FAR 27-12470-1	640838	FACTORY	VES KINETICS NO	•	:
FAILURE MODE-ELECTRICAL C D BY A BROKEN HIRE IN THE	FAILURE MOG-ELECTRICAL OPEM, UMIT HAB REJECTED FOR PAILURE TO ADJUST TO ZERO YDC, FAILURE MAS COMFIRMED. MAS CAUSE 1 BT A BROKEN MIRE IN THE POWER SUPPLY GROUND RETURN.	TO ABJUST TO ZERO	VDC. FAILU	RE WAS C	ONE TRIKED.	AS CAUSE	
CORRECTIVE ACTION-VENDOR TO REGUIRE INSPECTION ON	STATED THAT UNIT MAS IMSPECTED FOLLOWING A REPAIR, PROCEDURES IN VENDOR FLANT WERE CHANNED III, REPAIRED UNITS.	LOWING A REPAIR, PR	OCEDURED 1	H VEHDOR	PLANT WER	C CHAMEGO	
INSTRUME STATION-A/B TELEMETAY BET AND TRANSOUS ERB	LV-88-24-4016-" FOUR-CHANKEL LIMITER FILTER	7-11338-5	1030	FACTORY	# Q		
FAILURE MODE-ERRATIC OPER	RATIC OPERATION. CHAIMEL & MAD INTERMITTENT OUTPUT DURING CHECKOUT.	OUTPUT DURING CHECK	out.				
CORRECTIVE ACTION-NOME, A	ON-NOME, AMALYBIB WAS WAIVED.					- v	

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE

SYSTEM SUB-CYSTEM	TEST/REPORT NUMBER	MAER DIF DATA BOURCE VEHICL	VEHICLE			_
TACE		FAR 87-11841-048	1880	FACTORY	OSM VENDOR PART NO	•
FAILURE MODE-ERRATIC OFER	* Failure mode-erratic operation. Chammel 14 commutator operated intermittently.	TED INTERNITTENTLY.				
CORRECTIVE ACTION-NOME,	AMALTRIB WAR WAIVED.					
INSTRUMENTATION-A/S SLV-AS-E4-4650-F TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	SLV-AS-24-4650-F PRESSURE TRANSDUCER	FAR 68-01003-33	7101	FACTORY V	YES BOURNS NO EGGTS1703	8 1 9 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
FAILINE MODE-OPEN (ELECTI R TRATIME SHONED THAT THE	FAILIME MODE-OPEN (ELECT). THE TRANSDUCER INDICATED AN OPEN CIRCUIT, THE REPORTED FAILURE WAS NOT CONFIRMED! H R TRATIME SHOWED THAT THE TRANSDUCER HAD LOW WIPER TENSION. LOW WIPER TENSION COULD CAUSE THE REPORTED FAILURE.	CIRCUIT, THE REPOR	TED FAILUR OULD CAUBE	E WAS NOT THE REPOR	THE REPORTED FAILURE WAS NOT CONFIRMED, HOMEVE TEMBION COULD CAUSE THE REPORTED FAILURE.	
CORRECTIVE ACTION-NOME. 1	THE FAILURE WAS NOT CONFIRMED.					
INSTRUMENTATION-A/B A-99-24-4670-F TELENETRY SET AND TRANSOUC ELECTRICAL FILTER ERS	A-99-24-4870-F Electrical Filter	FAR 27-12267-1	640507	FACTORY	YES NO	60000
FAILURE MODE-OPEN (ELECT), LIN E BANDFASS FILTER, FAILURE NAI	FAILURE MODE-OPEN (ELECT). LIMITER FILTER FAILED BY INDICATING OUT OF SPECIFICATION SIGNAL REJECTION OF THE CHANNEL 2 Sandpass Filzer, Failure was confirmed and attributed to a broken signal ground wire.	ING OUT OF SPECIFIC R BROKEN SIGNAL GRO	ATION BIGH UND WIRE.	AL REJECTI	ON OF THE CHANNEL	·
CORRECTIVE ACTION-ASSENGLY AND CESSIVE FLEXING OF THE LEADS.	LY AND TEST PERSONNEL WERE CAUTIONED TO USE WARE CARE IN HANDLING THE MODULES TO PREVENT ADS.) TO USE KIME CARE	IN HANDLIN	G THE MODU	LEB TO PREVENT EX	
INSTRUMENTATION-A/B SLV-A TELEMETAT SET AND TRANSDUC PRESS ERS	SLV-A3-24-4668-F PRESSURE TRANSOUCER	FAR 69-01053-31	7101	FACTORY H	HO EGURNS	80 80 80 80 80 80 80 80 80 80 80 80 80 8
FAILURE MODE-OPEN (ELECT). THE E MAS BUANT OPEN. APPARENTLY AN HOWED A DEFECTIVE TEST SET HAD T SETWEEN PINS S AND SS OF BWIT). THE TRANSDUCER OUTPUT WAS READING OPEN. MICROSCOPIC EXAMINATION SHOWED THE RESISTIVE HI TLY AN EXCESSIVE VOLTAGE WAS APPLIED TO THE TRANSDUCER. INVENTIGATION OF MISSILE CHECKOUT T MAD SURMED OUT THE TRANSDUCER. DEFICTIVE TEST SETS SESS. PIN 27-40400-1, 2/N 3, HAD A SHC T DMITCH D-7, THE TEST SET WAS REPLIRED.	HOPEN. MECROSCOPIC TO THE TRANSDUCER RCTIVE TEST SKT 29 RED.	EKAMINATI . IMVESTIG BB: PIN LT	ON BHOWED ATION OF M -40406-1,	MECROSCOPIC EXAMINATION SHOWED THE RESISTIVE WIR I TRANSDUCER, INVESTIGATION OF MISSILE CHECKOUT S TEST SKT 3955: PAN 27-40406-1, SAN 3, HAD A SHOR	
CORRECTIVE ACTION-NOME.						
-					PACE 0155	· · · · · · · · · · · · · · · · · · ·

11 10H 1166

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRBORNE

STATEN BUB-STATEN	TEST/REPORT NUMBER FAILED CONFONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI VENDOR NAME DATE DIF THE DIF OTH VEHDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	INSTRUMENTATION-A/B SLV-99-24-4671F TELEMETRY SET AND TRANSDUC ANGULAR POSITION TRANSDUCER ERS	FAR 69-01008-1	440506 FACTORY YES SERVONIC NO 5041-0105	
FAILURE MODE-ELECTRICAL OPEN. PLANE, AND BY LOW MIPER PRESSU T.	Ĕ	ALIGNHENT OF THE REI ITTENT OPEN CIRCUIT	FAILURE WAS CAUSED BY MISALIGHMENT OF THE RESISTANCE ELEMENT TO THE MIPER TRAVEL. THIS RESULTED IN AN INTERMITTENT OPEN CIRCUIT ON OME SIDE OF THE RESISTANCE ELEMEN	
CORRECTIVE ACTION-A MOTE MAS A	MAS ADDED TO THE VENDORS DRAWING RILL RANGE.	EQUIRING THE COIL D	ADDED TO THE VENDORS DRAWING REQUIRING THE COIL BE PARALLEL TO THE FOT BASE WITHIN 0.0	
INSTRUMENTATION-A/B A-AS- TELEMETRY BET AND TRANSDUC FOMEI ERS	A-A9-E4-4642-F POMER CHANGEOVER BUITCH-WIRING	FAR 88-01017-3	147F YES KINETICS 840505 NO	8619
FAILURE MODE-ELECTRICAL OPEN.		RUSH LEAD CIRCUIT DI	UNIT FAILED RECAUSE OF OPEN BRUSH LEAD CIRCUIT DUE TO INSUFFICIENT BONDING OF LEAD WI	
CORRECTIVE ACTION-VENDOR HAS	NAS REVISED HIS RECEIVING INSPECTION METHODS TO PREVENT RECURRANCE OF	ON METHODS TO PREVE	IT RECURRANCE OF THE PROBLEM.	
INSTRUMENTATION-A/S SLY-99-24-4874- TELEMETRY SET AND TRANSDUC DETECTOR-WIRING ERS	SLY-99-24-4874-F DETECTOR-WIRING	FAR 69-11116-1	640303 FACTORY YES	19889
FAILURE MODE-ELECTRICAL SHORT CONFIRMED AND DUE TO A SHORT (.• #	EN THE OUTPUT VOLTAC	FREGUENCY DETECTOR FAILED WHEN THE OUTPUT VOLTAGE COULD NOT BE ADJUSTED. FAILURE WAS INTIMED JUNCTION POINTS ON PRINTED CIRCUIT BOARD BOE CAUSED BY EXCESSIVE SOLDER.	
CORRECTIVE ACTION-ALL PERBORNE TORY COMPLETION OF A NASA BPONS	CORRECTIVE ACTION-ALL PERSONNEL INVOLVED WITH BOLDERING ON THERE BOARDS MUST NOW BE CERTIFIED SOLDERERS BY	THESE BOARDS NUST M	M BE CERTIFIED SOLDERERS BY SATISFAC	
INSTRUMENTATION-A/B A-99- TELEMETRY SET AND TRANSDUC ELECT ERS	A-99-24-4651-F ELECTRICAL FILTER TRANSFORMER	FAR 87-12455-3	640504 FACTORY YES TRIAD	
FAILURE MODE-STRUCTURAL, LIMIT B OR MINUS D.DDS VOLT AC IS EXP TRAMSFORMER T-1 DUE TO MOVEMEN	LIMITER FILTER FAILED WHEN OUTPUT VOLTAGE 8 EXPECTED, THE FAILURE WAS CONTINED AND VENENT OF PIN 2.	FOLTAGE MAS MEASURED ED AND ATTRIBUTED I	LIMITER FILTER FAILED WHEN OUTPUT VOLTAGE MAS MEASURED TO BE 0.0076 VOLT AC WHEN 0.047 PLU 18 Expected, the Failure was comptried and attributed to a broken becondary winding lead in Venent of Pin 2.	
			PACE 0156	

CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

						ſ
8787EK 848-8787EH	TEBT/REPORT NUMBER FAILED CONPOMENT NAME	DIF DATA SCURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	•
CORRECTIVE ACTION-REGUEST SECURING THE TERNINAL PIN	CORRECTIVE ACTIOM-REGUESTED THAT THE TRANSFORMER VENDOR BE INFORMED OF THE FAILURE AND TO TAKE SECURING THE TERMINAL PIN AGAINST MOVENENT, SUCH AS FLATTENING THE POTTED PORTION OF THE PIN.	BE INFORMED OF THE FA	ILURE AND TION OF THE	TO TAKE C	CORRECTIVE ACTION BY	
INSTRUMENTATION-A/B LV-98-24-4807-C TELEMEINT MET AND TRAMSOUC ACCESSORY PACKAGE CANISTER ERS	LV-98-24-4407-C ACCESSORY PACKAGE CANISTER	FAR 27-11616-637	640504	ETR	YES NO	•
FAILURE WOE-LEAK, EXTERN	FAILURE W.DE-LEAK, EXTERNAL. JMIT HAB REJECTED FOR LEAKAGE AT THE CASE AND END CASTING JOINT,	HE AT THE CASE AND EM	3 CASTING .	101HT.		
CORRECTIVE ACTION-HOME, F.	CORRECTIVE ACTION-HOME. FAILURE ANALYSIS WAS MAIVED.					
INSTRUMENTATION-A/B CT-98-E4-3 TELEMETAT SET AND TRANSDUC COMMUTATUR ERS	CT-98-24-3119 COMMUTATOR	FAR 58-13360-607	1350 640504	ETA	YES BENDIX NO	1
FAILURE MODE-ERRATIC OPERATION THE PHAETHG HAS FOUND TO BE QUES	ration chammel-12 mayeform showed spiking at both leading and trailing begnent edges. The Re questionable.	D SPIKING AT BOTH LEA	31N6 AND TI	MILING &		<u> </u>
CORRECTIVE ACTION-WOME.						
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC P	FAR-LV-9D-24-4735-F Pressure Transducer	FAR 7-01731-1	3300 640504	ити	YES BOURNS NO 71724-0-6-752	***************************************
FAILUME MODE-CONTAMINATION, DU E. EXANINATION REVEALED A BLACK	FAILURE MODE-CONTANINATION, DURING A FUNCTIONAL TEST, ERRATIC OUTPUT MAS OBSERVED OVER PART OF THE TRANSDUCERS RANG. . Examination revealed a black smear over the Appected Portion of the Resistive Element.	ATIC OUTFUT MAS OBDEI	IVED OVER I	ART OF T	NE TRANSOUCERS HAN	
CORRECTIVE ACTION-THE FAILURE ZED.	LURE MAS COMFIRMED THE VENDOR HAS NOTIFIED OF THE FAILURE, AND PRECAUTIONS WERE RE-EMPHASI	A NOTIFIED OF THE FA	ILURE, AND	PRECAUTE	ONS VERE RE-EMPHAS	
INSTRUCENTATION-A/B A-99-R Telemetry Set and transduc tim ca erb	A-99-24-4812-P TLM CANISTER, DIODE	7.A.B. 87-14558-1	208079	FACTORY	VEB 60/C	·
FAILURE MODE-ELECTRICAL OPEN. F D TO PIH B OF THE UNIT MILL AFFE	FAILURE MODE-ELECTRICAL OPEN. FAILURE HAY HAVE BEEN CAUSED BY MISAPPLIED VOLTAGE TO TELEPAC. MEGATIVE SO VDC APPLIE) to pim 3 of the unit mill affect Diode CR-2.	O SY WISAPPLIED VOLTA	16E TO TELI	SPAC. NES.	ATIVE SO VOC APPLE	
					PAGE 0137	J

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

M31676-8U6 M31676	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	PRI VENDOR NAME OTH VENDOR PART NO	· · ·
CORRECTIVE ACTION-PERSONN	CORRECTIVE ACTION-PERSONNEL WERE CAUTIONED AND INSTRUCTED	IN THE CORRECT APPLICATION OF	CATION OF	TEST VOLTAGES.	668.	196187
INSTRUMENTATION-A/B A-AB-E4-4 Telemetry bet and transduc amplifier Erb	A-49-24-4591-P AMPLIFIER	FAR R7-18113-609	36F 64050R	FACTORY Y	YE8 HO	***************************************
FAILURE MODE-OUT OF TOLERANCE SED BY IMPROPERLY ADJUSTED EXC	. UNIT WAS REJECTED FOR ITATION VOLTAGE AND LOW	INADEGUATE INFORMATION BANDWIDTH. F BAIN OF THE DIFFERENTIAL AMPLIFIER.	NOWIDTH. P AMPLIFIER.	A1LURE WAS	COMFIRMED AS CAU	
CORRECTIVE ACTION-RECORRENDED	MDED CHANGES IN CHECKOUT PROCEDURES WHEN TESTING TELENETERS ABOARD THE MISSILE.	ES LMEN TEBTING TELE	METERS ABO	MRD THE MI	351LE.	
INSTRUMENTATION-A/B A~38-E4-4673-F TELEMETRY SET AND TRANSDUC DENODULATOR TRANSFORMER ERS	A-38-E4-4673-F DEMODULATOR TRANSFORMER	FAR 87-18357-9	640501	FACTORY Y	VE.8 H.O	000000000000000000000000000000000000000
FAILUME MODE-ELECTRICAL OPEN. B PLUS OR MINUS B.DDS VOLT DC.	DEMODULATOR FAILURE HAS	FAILED WHEN THE OUTPUT VOLTAGE COULD NOT BE CONTINED AND ATTRIBUTED TO AN OPEN PRIMARY	COULD NOT BE AD	JUSTED TO	ADJUSTED TO THE REGUIRED D.DD LEAD IN TRANSFORMER T-1.	
CORRECTIVE ACTION-REGUEBTED	VENDOR IMPROVE THE BUALITY OF	SCALDER CONNECTIONS.				
INSTRUMENTATION-A/B 9LV-A9-Z4- TELEMETRY BET AND TRANSDUC TRANSDUCER ERB	SLV-AS-24-4622-F TRANSDUCER	FAR 69-01003-3	7101 640500	FACTORY Y	YES SERVONICS NO SO41-0301	0 n e 0 a a a a a
FAILURE MODE-ERRATIC OPERATION. THE TRANSDI TWEEN 175 AND 177 SECONDS AND BETWEEN 192 AD URE 18 NOY KNOWN BUT COULD HAVE BEEN CAUSED BY BLIPPAGE OF THE INPUT SHAFT, OR BY BONE	FAILURE MODE-ERRATIC OPERATION. THE TRANSDUCER FAILED WHEN HEASURENENT & 257D (SUSTAINER FITCH) INJICATED GROUND BETWEEN 175 AND 177 SECONDS AND BETWEEN 182 AND 203 SECONDS. THE FAILURE REPORTED WAS NOT CONFIRMED. CAUSE OF THE FAILURE IS NOT KNOWN BUT COULD HAVE SEEN CAUSED BY IMPROPER ADJUSTMENT OF THE MECHANICAL LINKAGE DRIVING THE TRANSDUCER, BY SLIPPAGE OF THE IMPUT SHAFT, OR BY SOME OTHER ABNORMALITY NOT REPORTED.	JCER FAILED WHEN NEASURENENT & 25TD NO 203 SECONDS. THE FAILURE REPORTED BY IMPROPER ADJUSTMENT OF THE MECHA OTHER ABNORMALITY NOT REPORTED.	(BUSTAINER VAS NOT C NICAL LINK	PITCH) IN ONFIRMED.	DICATED GROUND BE CAUSE OF THE FAIL G THE TRANSDUCER,	
CORRECTIVE ACTION-MONE.						
INSTRUMENTATION-A/B SLY-AS-14-21 TELEMETRY SET AND TRANSDUC THERMOCOUPLE	SLV-A9-14-218F THERMOCOUPLE	FAR 58-14481	04.0430	FACTORY Y	YES 60/C	·
FAILURE HODE-OUT OF TOLERANCE ISM ALLOWED MOISTURE TO ENTER,	WITH RESPECT THIS FAILURE	TO IMBULATION RESISTANCE DUE TO USE OF MODE 18 APPLICABLE TO SEVEN ADDITIONAL	OF AN INA	AN INADERUATE BE ITEMB OF THIS BA	AN INADECUATE SEALING COMPOUND WH ITEMS OF THIS SAME PART NUMBER.	

PAGE 0158

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	T NOTES	DIF DATA SOURCE	VEHICLE	ALTE		VENDOR HAME	
BUB-STEM FAILED COMPONENT NAME	HENT HANE	PART NUMBER	DATE DIF	TIME DIF	OTH	VENDOR PART NO	
CORRECTIVE ACTION-THE MANUFACTURING PROCCESS MAS	CHANGED	TO REGULAE USE OF A &	BILICONE MI	REBIN.			****
IMBTRUMENTATION-A/B A-AS-E4-4614-P TELEMETRY SET AND TRANSDUC DIFFERENTIAL AMPLIFIER	FIER	7AR 98-01120-3	36F 640429	FACTORY	£ 8		102
FAILURE WODE-OUT OF TOLERANCE, FAILURE WAS (E DIFFERENTIAL AMPLIFIER TO GO CPS MOISE, ID	CAUSED BY LOW DC ENTICAL FAILURE A	. FAILURE MAS CAUSED BY LOW DC VOLTAGE ABOARD THE MISSILE AND SUSCEPTIBILITY OF THE TH) CPS MOISE, IDENTICAL FAILURE REPORTED ON FAR A-A9-24-4591-P.	MISSILE / 8-24-4991-	IND BUSCEI	1181	IIT OF THE TH	
CORRECTIVE ACTION-RECONNENDED THAT FROCEDURES T ALL DIFFERENTIAL ANPLIFIERS BE SURVEYED AND	GE REVISED TESTED FOR	MISSILE ICEPTIBIS	AGE BUPPLI	ED TO THE	E TELI	VOLTAGE BUPPLIED TO THE TELEMETERS AND TH	***************************************
INSTRUMENTATION-A/B BLY-A9-EA-4569-F TELEMETRY SET AND TRANSDUC TLM CANISTER ERS		FAR 69-11100-5	640489	FACTORY	2 2		# 4 8 8
FAILURE MODE-OUT OF TOLERANCE. 1541T WAS REJECTED FOR IMPROPER INFORMATION BANDWIDTH. FAILURE WAS CONFIRMED AS CAUSE D BY A VIRING ERROR.	ECTED FOR IMPROFE	EN INFORMATION BAND	WIOTH. FAI	LURE MAS	SOCO	IRMED AS CAUSE	
CORRECTIVE ACTION-E.O.P. MAS REVISED TO INC	TO INCORPORATE WIRING E	ERROR TEST.					
INSTRUMENTATION-A/B FAR-A-99-24-4712-F TELEMETAT SET AND TRANSDUC FRESSURE TRANSDUCER ERS	æ	FAR 7-01720-3	64 0 4 E B	FACTORY	¥ 63	YES SERVOHICS NO H-74	5 9 9 0 8 9
FAILURE MODE-STRUCTURAL. THE TRANSDUCER WAS OUT OF BE: DUE TO TOO SHARF A BEND HADIUS IN MANUFACTURE.	OUT OF STATIC ES	TRAKSOUCER WAS OUT OF STATIC ERROR BAND. EXAMINATION REYEALED ADJUS IN MANUFACTURE.	ION REVEAL	ED A CRA	Z	A CRACK IN THE BOURDON T	
CORRECTIVE ACTION-THE FAILURE WAS CONFIRMED	. THE VENDOR WAS	WAS CONFIRMED, THE VENDOR WAS REQUESTED TO INCREASE THE BEND RADIUS.	A8E THE BE	HD RADIU	i		
INSTRUMENTATION-A/B CT-98-24-3144 TELEMETRY SET AND TRANSDUC ABSOLUTE PRESSURE TRANSDUCER ERS	TRANSDUCER	FAR 7-01720-5	1350	ETA	£ £	воияна	-
FAILURE MODE-ELECTRICAL OPEN. AM ELECTRICAL OPEN MAS DISCOVERED FROM FIN A TO PIN B. CONTINUITY A TO BE INTERMITTENT. THIS COMDITION WAS LATER ISOLATED TO THE HARNESS BEINS USED FOR YNE TEST. ALEO MO DIRCREPANCIES.	OPEN WAS DISCOVE TER ISOLATED TO :	AM ELECTRICAL OPEN WAS DISCOVERED FROM PIN A TO PIN B. CONTINUITY CHECKS REVEALED DISTING WAS LATER ISOLATED TO THE HARNESS BEING USED FOR THE TEST. FURTHER TESTING	PEN B. CO.	TINUITY OF TEST.	20 m	CYTCHS REVEALED PIN FURTHER TESTING REV	
							·

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM SIRBOUNE

SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE SITE PRI DATE DIF TIME DIF OTH	VENDOR HAME VENDOR PART NO	
CORRECTIVE ACTION-NOME, P	FAILURE COULD NOT BE CONFIRMED.				• • • • • • • • • • • • • • • • • • • •
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	69-2161 Ameular Transducer	UTP-PAT 68-01006-1	6404g6 60/C YES	BERVONICINST.1 NC. 5043-0151	
FAILURE MODE - OUT OF TON TOM PROOF CYCLE ON 4-28-64	FAILUNE MODE - OUT OF TOLERANCE COMDITIONS MERE OBSERVED DURING PROOF CYCLE -A CM 4-20-64, DURING THE FRE-ACCELERAT IOM PROOF CYCLE ON 4-28-62, AND DURING THE POST ACCELERATION PROOF CYCLE ON 4-29-84. B/N 4010168.	HING PROOF CYCLE -A I PROOF CYCLE ON 4-29	CM 4-20-64, DURING THE -84, B/N 4310166,	PRE-ACCELERAT	
CORRECTIVE ACTION - MONE, BUIFMENT RECALIBRATED.	. SUBSEQUENT TESTING VERIFIED THAT TEST EQUIPHENT CAUSED THE OUT OF	TEST EQUIPHENT CAUSE	D THE OUT OF TOLERANCE	TOLERANCE CONDITIONS. E	
INSTRIBGENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	FAR-1V-AS-24-4664-F PRESSURE TRANSDUCER	7.48 7-01781-1	146D FACTORY YES 6494E7 NO	BOURNS 72724-0-6-758	8
FAILURE MODE-EXTERNAL LEAKAGE. ECEPTACLE. EXAMINATION REYEALED	AKAGE. DURING FIMAL CHECKOUT THE TRANSDUCER WAS FOUND TO DE LEAKING AROUND Yealed a crack im the Bolder Seal, Caused by improper soldering Techniques.	IANSDUCER WAS FOUND T	TO BE LEAKING AROUND THE ELECTRICAL SOLDERING TECHNIQUES.	SE ELECTRICAL R	
CORRECTIVE ACTION-THE FAILURE MORES HAVE IMPROVED SINCE THE	ILURE MAS CONFIRMED. THE VENDOR WAS INFORMED OF THE FAILURE AND E THE DATE OF MANUFACTURE OF THIS PART.	INFORMED OF THE FAI	LURE AND STATED THAT W	STATED THAT WORKHANSHIP STA	
INSTRUMENTATION-A/B FAR-LV-99-24-4700-F TELEMETRY SET AND TRANSDUC ACCELEROMETER TRANSDUCER ERS	FAR-LV-99-E4-4700-F ACCELEROMETER TAANSOUCER	FAR 7-01413-5	6404gs FACTORY YES	BORG-WARKER 9747-B	0000
FAILURE MODE-CONTAMINATION, DURING TAMINATION MAS FOUND IN THE SENSING	ON. DURING CALIBRATION IN THE STANDARDS LAB! THE OUTPUT WAS OUTSIDE THE SPECIFIED BAND. CON	ARUS LAB, THE OUTPUT	WAS OUTSIDE THE SPECI	FIED BAMD. CON	
CORRECTIVE ACTION-THE FAILURE WAS CONFIRMED. ED BY ESTABLISHING A CLEAN-ROOM FOR ASSEMBLY.	COMPECTIVE ACTION-THE FAILURE WAS CONFIRMED. THE VEMDOR WAS REQUESTED TO IMPROVE QUALITY CONTROL. THE VENDOR COMPLI D BY ESTABLISHING A CLEAN-ROOM FOR ASSENDLY.	REQUESTED TO IMPROV	'E BUALITY CONTROL, THE	VENDOR COMPLI	
INSTRUMENTATION-A/B A-98-24-8449-F TELEMETAT SET AND TRANSDUC FILTER, MIRITS ERS	4-00-14-44-40-F FILTER - EIRIKG	FAR 27-01885-5	840424 FACTORY YES	APPLIED COMPONENTS ACISOSO-S	.
FAILURE MODE-OFEN (ELECTRICA MECTION WAS	FAILURE MODE-OPEN (ELECTRICAL). THE UNIT CUTPUT MAS INTERNITTENT, DISASSEMBLY OF THE UNIT REVEALED AN UNSOLDERED CO Mection, the commection was then soldered and the unit operated normally.	TTENT, DIBABBEMBLY C ATED NORMALLY,	JF THE UNIT REVEALED AN	WASSLOERED CO	
				PASE DISO	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORNE

¥ -	•	F 80	690649	EXAM PAOC		0 9 8 8 8
VENDOR HANE VENDOR PART NO	PROCEDURES.	SORG-WARNER STAT-B MING A TEST ON ID CORE SOLDER	BOURNS 71724-0-6-752	TPUT ERROR. CURDON TUBE. INSPECTION	ATED ON FAR	YES NO
BITE PRI	INSPECTION	WTR YES NO	E SOLDER. FACTORY YES	ALLOWABLE OU ICS OF THE B HIS MATERIAL	FACTORY YES NO NO ALLURES REPOR	FACTORY YES
VEHICLE DATE DIF	ING INPROVED	\$500 640484 TUDINAL ACCE	640424	CEEDED THE LEAL PROPERT.	1560 640423 10ENTICAL F	640483 640483 HK. OPEN CIR
DIF DATA BOURCE PART NUMBER	ACTION BY REBUEBLING IMPROVED INSPECTION PROCEDURES.	FAR 350D WTR YES SORG-WARNER 7-01413-5 640484 NO 8747-8 RING MISSILE LONGITUDINAL ACCELERATION. DURING A TEST ON TING WIRE HEAD: THE RESULT OF USING AN ACID CORE SOLDER F	SCONTINUED THE USE FAR 7-01731-1	THE TRANSDUCER EX TO MARGINAL MATER TO MARGINAL MATER	FAR 55-13536-607 UT LEVEL TOO HIGH,	FAR 55-13666-835 55-13666-835 T CIRCUIT HIGH CUR
TEST/REFORT NUMBER FAILED COMPONENT NAME	88-24-3822 IHITIATED &C CORRECTIVE	NATRUMENTATION-A/B FAR-LY-80-24-4844-F ELEMETAT BET AND TRANSDUC ACCELEROMETER TRANSDUCER 7-5 RS FAILURE MODE-CONTANINATION, THIS IS AN ACCELEROMETER NEASURING 3300 IT MAD NO OUTPUT, CONTANINATION WAS FOUND ON THE VIBRATING LUX.	FAR-A-99-24-4741-P FAR 640424 FACTORY PRESSURE TRANSDUCER 7-01731-1	FAILURE MOGS-OUT OF TOLERANCE, DURING A CALIBRATION CHECK; THE TRANSDUCER EXCEEDED THE ALLOMABLE OUTPUT ERROR, EXAM MATION REVEALED MO DISCREPANCIES, FAILURE WAS PROBABLY DUE TO MARGINAL MATERIAL PROPERTIES OF THE BOUNDON TUBE. CORRECTIVE ACTION-THE FAILURE WAS CONFIRMED, IT WAS RECOMMENDED THAT THE VENDOR REVIEW HIS MATERIAL INSPECTION PROC	LV-A9-24-4385-C S9-13536-807 640423 NO CRANCE. UNIT WAS REJECTED FOR OUTPUT LEVEL TOO HIGH, IDENTICAL FAILURES REPORTED ON FAR LV-A	STRUMENTATION-A/B LV-AS-24-4538-F FAR 640483 FACTORY YES LEMETRY SET AND TRANSDUC COMMECTOR SA-1366-835 640483 FACTORY YES SA-1366-835 FACTOR
8787EW 848-8787EW	CORRECTIVE ACTION-RAR A-88-24-3822 INITIATED &C	INSTRUMENTATION-A/B FAR-LY-80-84-4644-F TELEMETAT SET AND TRANSDUC ACCELEROMETER TRANSDUCER ERS FAILURE MODE-CONTAXINATION, THIS IS AN ACCELEROME 3300 IT HAD NO OUTPUT, CONTAMINATION WAS FOUND ON LUX.	CORRECTIVE ACTION-THE FAILURE WAS CONFIRMED. INSTRUMENTATION-A/B FAR-A-99-24-4741-P TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER	FAILURE MOSS-OUT OF TOLERANCE IMATION REVEALED NO DISCREPANC CORRECTIVE ACTION-THE FAILURE EDURES.	INSTRUMENTATION-A/B LV-A TELEMETRY SET AND TRANSDUC ACCE ERS FAILURE HODE-OUT OF TOLERANCE P-E4-4586-C, 4585-C,4586-C, 46	CORRECTIVE ACTION-MOME, FAILURE INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC COMMEC EAS FAILURE MODE-ELECTRICAL BHORT, JUNPER VIRE BETWEEN FINS J AND

PRICELLIES REVIEW-INSTRUMENTATION STRINGS CONTROL OF THE STRINGS O

878TEN 848-878TEN	FAILED COMPONENT NAME	BIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DI	BLTE PRE	VENDOR NAME H VENDOR PART NO	
CORRECTIVE ACTION-RAR LV-	CORRECTIVE ACTION-RAR LV-AS-24-8306 REQUESTED WATERPROOFING WODIFICATION WHICH SHOULD ELIMINATE RECURRENCE.	HODIFICATION WHICH	SHOULD ELIMINA	IE NEC	URRENCE.	00220
INDTRUMENTATION-A/B BLY-00-E4-4903 TELEMETRY BET AND TRANSDUC ELECTRICAL RESULATOR DIODE ERS	BLV-86-E4-4183 ELECTRICAL REGULATOR DIODE	FAR 68-11117-1	6404EE FACTORY	F 8		1000
FAILURE MODE-OUT OF TOLERANCE. RESULRE 17.5G PLUS OR MINUS 1 VOUNT WILL NOT FUNCTION PROPERLY THE LOW LIMIT.	FAILURE MODE-OUT OF TOLERANCE. REGULATOR ABBENGLY FAILED WHEN ITB OUTPUT VOLTAGE WAS 16.4 VOLTS DC. SPECIFICATIONS RESULE IT.50 PLUS OR HIMUS I VOLTS DC. FAILURE WAS CONFINED AND CAUSED BY MARGINAL COMPONENTS IN THE ASSENBLY. THE UNIT WILL NOT FUNCTION PROPERLY WITH ALL CONFONENTS WITHIN SPECIFICATIONS IF ZENER DIODE BREAKDOMM VOLTAGE IS NEAR THE LOW LIMIT.	EN ITS OUTFUT VOLTA D AND CAUSED BY MAR PPECIFICATIONS IF Z	F WAS 16.4 VOL INAL COMPONENT NER DIODE BREA	18 8C. 8 1N T DOWN	SPECIFICATIONS HE ASSENBLY, THE VOLTAGE IS MEAN	
CORRECTIVE ACTION-RECONNENDED	ENDED REVIEW OF THE DESIGN OF THE REGULATOR ASSEMBLY.	EGULATOR ASSEMBLY.				
INSTRUMENTATION-A/B 65-501 TELEMETRY SET AND TRANSDUC ANGULA ERS	48-3011 Ancular Position Transoucer	UTP-GUAL/PPT 87-01616-7	640422 60/0	3 3	8ERVONIC 5031-0107	690163
FAILURE MODE - OUT OF TOLERANCE, THE UNIT WAS ON EST ON 4-22-64, 5-2-64 AND 5-12-64, 8/N 3120015.	LERANCE. THE UNIT WAS OUT OF TOLERANCE DURING THE PROOF CYCLE AFTER 40,000 CYCLES OF LIFE 3 5-12-54. 8/M 3120015.	NCE DURING THE PROOF	CYCLE AFTER 4	000.0	CYCLES OF LIFE ?	
CORRECTIVE ACTION - NOME, THE	. THE TEST FIXTURE HAD AM IMPROPER CALIBRATION.	CALIBRATION. FIXTUR	FIXTURE RECALIBRATED.			
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC ERS	INSTRUMENTATION-A/B A-99-84-4650-F TELEMETRY BET AND TRANSDUC PRE-FLIGHT CALIBRATOR WIRING ERB	7AR 87-13094-1	640421 FACTORY	74 VE3	9 co/c	96136
FAILURE HODE-OUT OF BPECIFICATI	IFICATION. FAILURE MAS CAUSED BY THREE WIRING SERORS DURING ASSEMBLY.	REE WIRING ERRORS D	MING ABSEMBLY.			
CORRECTIVE ACTION-PRODUCTION AN MCLUDE A PIN TO PIN CHECKOUT UNI	CORRECTIVE ACTION-PRODUCTION AND INSPECTION FERSONNEL WERE ADVISED OF THE FAILURE TEST PROCEDURES WERE REVISED Klude a PIM to PIM CHECKOUT WHICH WILL DETECT SUCH DISCREPANCIES.	ADVISED OF THE FAIL.	JRE TEST PROCED	7 83 25	ERE REVISED TO 1	
INSTRUMENTATIOM-A/B BLV-99 Telemetry bet and transduc commutes	8LV-99-E4-4838-F COMMUTATOR	FAR 27-01656-7	S404E1 FACTORY	¥ 468	B FIFTH DIHENSION NAXO-468	+
FAILURE MODE-OUT OF SPECIFICATI 18 PERCENT, FAILURE MAS CONFIRME OMMUTATOR,	FAILURE MODE-OUT OF SPECIFICATION, THE COMMUTATOR FAILED WHEN IT RAN AT 8.37 RPS. 36 PERCENT. FAILURE MAS CONFIRMED AND ATTRIBUTED TO THE LACK OF A CONTROL TO REGULA OMBUTATOR.	EN IT RAN AT S.ST R. OF A CONTROL TO RE	PB. SPECIFICATI BULATE THE COMM	ONS AL	RAN AT 8.87 RPS. APECIFICATIONS ALLOW S.G. PLUS S-CONTROL TO REGULATE THE CONKUTATION RATE OF THIS C	
				{ 	PACE DIGE	

18 1VM 1966

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

STERN TE	TEBT/REPORT HUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE PRI	VENDOR NAME VENDOR PART NO	
					18888
CORRECTIVE ACTION-RECONNENDED THAT DEACH SPEED CONTROL SYSTEM, ALSO RECIN IN A MEXT ASSENSEY.	THAT THE DESIGN GROUP REPLACE THIS PART NUMBER COMMUTATOR SO RECONNENDED THAT THE VENDOR BURN-IN THE COMMUTATORS FOR	THIS PART NUMBER COMMUTATOR BURN-IN THE COMMUTATORS FOR	OMMUTATOR WITH A UMIT I	WITH A UMIT EMPLOYING A FEE SO HOURS BEFORE INSTALLATIO	
INSTRUMENTATION-A/S FRESC-2011.1 TELEMETRY SET AND TRANSOUC ANGULAR POSITION TRANSDUCER ERS	• 1 BELLION TRANSDUCER	UTF-&UAL/PPT B7-D1616-7	6404E1 FACTORY YES	SERVONIC S031-0107	• * * * * * * * * * * * * * * * * * * *
FAILURE MODE-OUT OF TOLERANCE, THE ERROR ER THE SECOND FAILURE THE TALMSDUCER MAS IRD FAILURE, THE TEST COUIPHENT MAS SENT	THE ERROR BAND WAS SLIGHTLY GREATER THAN SPECIFIED 4 TIMES DURING THE LIFE TEST. UCER WAS SENT TO THE STANDARDS LAB WHERE THE FAILURE WAS NOT CONFIRMED. AFTER THE WAS SENT TO STANDARDS LAB FOR CHECKING. S/N SIZEDDIS.	GREATER THAN SPECIF DB LAB WHERE THE FA R CHECKING. 8/N 312	BAND WAS SLIGHTLY GREATER THAN SPECIFIED 4 TIMES DURING THE LIFE TEST, AFT Sent to the standards lab where the Failure was not confirmed, after the th to standards lab for checking, 8/N 3520015,	LIFE TEBT. AFT 1. AFTER THE TH	
CORRECTIVE ACTION-THE INSTRUMENT ERROR ALLOMANCE WAS INCREASED FROM PLUS OR	IROR ALLOWANCE WAS INCREA		MINUS 0.06 TO 0.20 FERCENT.	7.	
INSTRUMENTATION-A/B SLY-99-24-4576F TELENETRY SET AND TRANSDUC DETECTOR POTENTIONETER ERS	4576F OTENTIONETER	FAR 69-38328-3	84648U FACTORY YES	SPECTROL NODED	********
FAILURE MODE-ELECTRICAL OPEN, UNIT ! ED AS CAUSED BY AN ELECTRICAL OPEN II RRENT SURGES.	UMIT WAS REJECTED WHEN IT COULD NOT BE ADJUSTED WITHIN TOLERANCE. FAILURE WAS CONFIRM OPEN IN POTENTIONETER R-6. FAILURE OF THE POT. IS THOUGHT TO BE CAUSED BY EXSESSIVE CU	LD NOT BE ADJUSTED	WITHIN TOLERANCE. FAIL! THOUGHT TO BE CAUSED (ARE WAS CONFIRM IV EXSESSIVE CU	
CORRECTIVE ACTION-A BURVEY WAS RECOMMENDED TO REP MIT MAS REPLACED WITH 100 KILCHM UNIT BY ECP 3434.	NAMENDED TO REPLACE THESE. T BY ECP 3434.	-60 POTENTIONETERS	TO REPLACE THESE-60 POTENTIONETERS WITH HIGHER CURRENT-CAPACITY UNITS.	ACITY UNITS. U	
IMSTRUMENTATION-A/8 SLV-99-24-4678-F TELEMETRY SET AND TRANSOUC ELECTRICAL FILLER ERS	4670-F . FILTER	FAR 27-01299-5	840420 FACTORY YES	APPLIED COMPONENTS ACISOSO-5	993066
FAILURE MODE-OUT OF TOLERANCE. TWO BANDPASS FILTERS FAILED WHEN THE OUTFUL AT 675 CFS WAS G.GGT VOLT AC WHEREAS TO TO G.115 VOLT AC 18 REQUIRED. FAILURES WERE CONFIRMED AND ATTRIBUTED TO CHANGES IN INDUCTANCE DUE TO AGING OF EPOXY OR TO IMPROFER CURISSE OF THE CPOXY GURING BANDPASS FILTER ASSENSLY.	TWO BANDPASS FILTERS FAILED WHEN THE OUTPUT AT 673 CPS WAS G.GGT VOLT AC WHEREAS FAILURES WERE COMFIRMED AND ATTRIBUTED TO CHANGES IN INDUCTANCE DUE TO AGING OF THE CPOXY GURING BANDPASS FILTER ASSEMBLY.	WHEN THE OUTPUT AT ATTRIBUTED TO CHAN LTER ABBENBLY.	675 CPS WAS G.GGT VOLT FES IN INDUCTANCE DUE '	AC MHEREAS D.D TO AGING OF THE	
CORRECTIVE ACTION-RECONNENDED ALL BA	ALL BANDFASS FILTERS MANUFACTURED BY APPLIED COMPONENTS SEFORE JANUARY, 1964, SE REMO Med at 180 degrees F for 4 hours, and then ritested.	URED BY APPLIED COMPONE	PONENTS BEFORE JANUARY	1964. BE REHO	
				FACE 0163	

SENERAL DYNAMICS CONVAIR DIVISION

9901 MAT 11

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-ALREGANE

8787EM	TEST/SEPOST NUMBER	STREET STREET	3 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7			17.22 BOOM	
BUB-BYBTEH	FAILED COMPONENT NAME	PART NUMBER	DATE DIF	=	OTH	VENDOR PART NO	
INSTRUMENTATION-A/B LV-08-24-4313-C TELEMETAT BET AND TRANSQUE DIFFERENTIAL ANPLIFIER ERB	LV-08-24-4516-C DIFFERENTIAL AMPLIFIER	FAR 87-01841-1	64048 0	FACTORY	3 0	MAY BERRY 114-0	005260
PAILURE MODE-OUT OF TOLERANCE.	RANCE. EXCESSIVE HOLSE.						
CORRECTIVE ACTION-NOWE. P	FAILURE ANALYSIS WAS MAIYED BY SLY RELIABILITY CONTROL.	PELIABILITY CONTROL	•				
INSTRUMENTATION-A/B SLV-ACTELEMETRY SET AND TRANSCUC PRESSERS	SLV-AS-E4-4867-F PRESSURE TRANSDUCER	FAR 69-01003-31	7101	FACTORY	3 3	BOURNS 2007371703	40203
FAILURE MODE-OPEN (ELECT), THE TRANSDUCER CUIPUT MENT WIRE MAS BURNT OPEN, APPARENTLY AN EXCESSIVE ECKOUT SHOWED A DEFECTIVE TEST SET HAD BURNED OUT D.A. SHORT BETHEEN PINS S AND 11 OF SWITCH D-7, THE). THE TRANSDUCER CUIPUT WAS READING OPEN, MICROSCOPIC EXAMINATION SHOWED THE RESISTIVE ELE APPARENTLY AN EXCESSIVE VOLTAGE WAS APPLIED TO THE TRANSDUCER, INVESTIGATION OF MISSILE CH : TEST SET HAD BURNED OUT THE TRANSDUCER, DEFECTIVE TEST SET 3995, P/N 27-40400-1, 0/H 5, HA AND 11 OF BWITCH 0-7, THE TEST SET WAS REPAIRED.	WAS READING OPEN, MICROSCOPIC EXAMINATION SHOWED THE RESISTIVE ELE VOLTAGE WAS APPLIED TO THE TRANSDUCER, INVESTIGATION OF MISSILE CH THE TRANSDUCER, DEFECTIVE TEST SET 5905, P/M 27-40400-1, D/M 5, MA; TEST SET WAS REPAIRED.	EXAMINATI ANGOUCER, T BET 8994	ION SHOWE INVESTIG I, P/H ET	7 THE NT I ON	RESISTIVE ELE OF MISSILE CH 0-1, 0/M 5, MA	
CORRECTIVE ACTION-MONE.							
INSTRUMENTATION-A/B SLV-AS TELEMETRY SET AND TRANSDUC PRESSI ERS	SLV-AS-24-4669-F PRESSURE TRANSCUCER	68-80010-89	7101	FACTORY	# &	BOURNS EDD737ATOT	20.00
FAILURE MODE-OPEN (ELECT). THE). THE TRANSDUCER OUTPUT WAS REPORTED READING OPEN AT PIN B.	TED READING OPEN AT	* ***				
CORRECTIVE ACTION-LONE, THE FAI	THE FAILURE WAS MOT CONFIRMED.						
INSTRUMENTATION-A/B BLV-ASTELEMETRY SET AND TRANSDUC TLM CA	SLV-AS-24-4582-F TLM CANISTER, FUSE	FAR 69-11100-8	640416	FACTORY	# Q	DEND 1 X	6 8 5 8 6 8 6 8 6 8 6 8 6 8 8 8 8 8 8 8
FAILURE MODE-ELECTRICAL CPEN. OPEN CIRCUIT FURE.	OPEN. MEASUREMENT E-95V OF CHANNEL 13 SESMENT 15 MAS OUT OF	. 13 SESMENT 15 WAS O	UT OF BAND.	. CAUSE	بر ج ع	CAUSE WAS FOUND TO BE AN	
CORRECTIVE ACTION-RAR SLY-A9-R4 GULARLY CALISRATED AND AUTHORIZE	\$LY-A9-24-8300 RECOMMENDING DISCONTINUANCE OF SELL RIMGING CONTINUITY TESTS AND THE USE OF Authorized test equipment for checkout.	NUANCE OF BELL RINGS	NG CONTIN	117 TEST	A A A	THE USE OF RE	
						PAGE 0104	

SENERAL DYNAMICS

01 VI 810H
COMAIR

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE

11 JUN 1006

STETEN SUS-SYSTEN	TEST/REPORT NUMBER FAILED COMPONENT MAME	DIF DATA BOURCE PART NUMBER	VEHICLE Date dif ti	BITE PRI TIME DIF OTH	I VENDOR HANG H VENDOR PART NO	
SHATRUMENTATION-A/B TELEMETRY AET AND TRANSDUC ERA	LV-A8-E4-4890 TRANSDUCER POTENTIONETER	FAR 7-01781-9	3920 FA	FACTORY TES	FIFE-0-15-758	::
FAILURE MODE-OPEN (ELECT.) FA UMD BURNED OPEN DIRECTLY UNDER WAB INSTALLED ON THE NIBBILE.	HIPER CONTACT.	OPEN CIRCUIT BETWEEN PINS A TO C AND B TO EXCESSIVE CURRENT APPLICATION MOST LIKELY	LIKELY OCU	C. REBIBTANCE OCURRED WHILE	E THE TRANSDUCER	
CORRECTIVE ACTION-ACTION ALL CHECKOUT PERSONNEL WE	COMBECTIVE ACTION-ACTION WAS TAKEN TO REMOVE USE OF BUZZERS AND BIMPSON METERS FROM TRANSDUCER CHECKOUT PROCEDURES. All checkout personnel were instructed to use vivas or equivalent for transducer checks.	AND BIMPBON METERS FALENT FOR TRANSDUCE	FROH TRANSD R CHECKS.	UCER CHEC	KOUT PROCEDURES.	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	LV-98-E4-4630-F Differential amplifier capacitor	FAN 87-01016-1	640417 FA	FACTORY YES	YES APPLIED COMPON NO ENTS DC-1-016	*****
FAILURE MODE-OUT OF TOLERANCE. D 87 A DESIGN INADEGUACY IN THE F 36D PICO ARAD.	OF TOLERANCE, UNIT WAS REJECTED SECAUSE OF EXCESSIVE REGUACY IN THE LOW LEVEL MODULATOR CIRCUIT (INCORRECT		TIME. FAILU CITOR UBED	NE WAS CO	RECOVERY TIME, FAILURE MAS COMFIRMED AS CAUSE Size Capacitor used - 350 picofarad instead o	
CORRECTIVE ACTION-MOME. D	DELIVERY REGUIREMENTS FOR THIS UNIT HAVE SEEN SATISFIED.	HAVE BEEN BATSBEIED	•			
INSTRUMENTATION-A/B TELE CTRT BET AND TRANSOUC ERS	A FRESC-3011.3 Transduc amoular Position Transducer	UTP-8UAL/PPT 87-01618-7	440417 7.4	FACTORY HO	BUSS-USOF	0.07.00
FAILURE MODE-OUT OF SPECE BBDS.	OF SPECIFICATION. DIMENSION A MAS G.80S INCHES. SHOULD BE Q.STS PLUS OR MINUS G.DS INCHES. S/M 31G	HES. SHOULD BE 0.97	PLUS OR H	\$0.0 \$UN1	INCHES. S/H SID	
COMMECTIVE ACTION-BRECIFICATION . 679 PLUS OR MINUS D. 636 INCHES.	CORRECTIVE ACTION-SPECIFICATION CONTROL DRAWING WAS IN ERROR. DRAWING WILL BE CHANGED SO THAT DIMENSION A WILL BE 875 PLUS OR MINUS D.030 INCHES.	I. DRAWING WILL BK C	HAMBED 80 TO		NOW A WILL BE 0	
INSTRUMENTATION-A/B TELEMETRY BET: AND TRANSOUC ERP	# PET-TP-E-0864-1A Transduc-Presedure Transducer	U19-PET 7 B7-01848-9	A40417 PA	PACTORY YELL	YES COLVIN NO 401-A-15-75	il . The
FAILURE MODE-OUT OF TOLERANCE, MAXIMUM ERROR OF 1.878 PERCENT 89/8 87EP AT 8 PERCENT F89/R.	OF TOLERANCE, DURING POST VIBRATION AND FINAL SPT, THE UNIT EXHIBITED OUT OF TOLERANCE OUTPUT WITH 1.575 PERCENT WHEN 1.3 PERCENT IS THE MAXIMUM ALLOMABLE. THE FAILURE WAS CAUSED BY A S.S PERCENT FSY/R.	IAL BFT, THE UNIT EX NH ALLOMABLE, THE P.	AIBITED OUT	OF TOLER	A B.6 PERCENT F	

SEMERAL SI IICS CONVAIR DI..BION

**** *** **

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRSORME

878764 808-878764	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART MUNBER	VEHICLE BI	SITE PRI	VEHICLE BITE PRI VENDOR HANG DATE DIF TIME DIF OTH VENDOR PART NO	
CORRECTIVE ACTION-5D/C RE	-60/C RETURNED TRANSDUCER TO VENDOR AND ENITIATED INSPECTION HOLD ON THIS VENDORS TRANSDUCERS UNTI- Completion was demonstrated.	ITIATED INSPECTION	HOLD ON THIS Y	IND OR 9	TRANSDUCERS UNTI	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUCERS	CT-A8-24-3078-P RANSDUC PRESSURE TRANSDUCER	FAR 88-01107-68	SAGALF FACTORY	ļ.	VES COLVIN NO 401-6-4-78	465366
FAILURE MODE-STRUCTURAL. OMEN MIPER ARM COMBUCTOR C 6 OF THE MINE.	FAILURE WOE-STRUCTURAL. TR/MEDUCER MAD NO ELECTRICAL QUIPUT DURING STANDARDS LAS CHECK. FAILURE ATTRIBUTED TO A SR Men wifer arm combuctor caused by excessive heat application during soldering unich resulted in structural meakemin Of the wine.	F DURING STANDARDS :	AB CHECK, FAI Mich Redulted	LA BRU	TRIBUTED TO A BR IUCTURAL MERKENIN	
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR REQUESTED TO INVESTIGATE BOLDERING TECHNIQUES TO PREVENT THIS TYPE FAILURE, RECOMMEND THAT COLVIN PRESSURE TRANSDUCERS NO LONGER SE USED ON STANDARD LAUNCH VEHICLES DUE TO THEIR UNMELIASILITY.	TECHNIQUES TO PREVIOUS TO PREVIOUS	ENT THIS TYPE I TO THEIR UMREL	TYPE FAILURE. (UMRELIABILITY.	: RECOMMEND THAT	
INSTRUMENTATION-A/B E7-344E TELEMETRY SET AND TRAUSDUC PRESSURE TRANSDUCER ERS	PRESSUAR TRANSCICER	UTP-PET 7-01751-5	640416 60/C	7 8	VES BOURNS NO 71724-0-10-752	201080
FAILURE HONE - OUT OF TOL	FAILURC MOUE - OUT OF TOLERANCE, BURING THE FINAL BATISFACTORY PERFORMANCE TEST THE OUTPUT AT 23 PSIA (8.3 PERCENT) Was out of tolerance on the decreasing portion of each rum. S/M 4011290. Pet lot 26.	DAY PERFORMANCE TES 8/N 4011290, PET L	T THE OUTPUT A	: :	IA (8.5 PERCENT)	
CORRECTIVE ACTION - NOME.	- NOME, STAINDARDS LABORATORY CHECKED THE UNIT ON 5-18-64 AND THE OUT OF TOLERANCE MAS NOT CONFIRM	MIT ON S-18-64 AND	THE OUT OF TO	ERANC	HAB NOT CONFIRM	
IMBIRUMENTATION-A/B TELEMETRY BET AND TRANSCUC ERB	LV-AB-E4-4368-C IANBOUC COMMUTATOR	FAN	1950 FACTORY 640418		VES BENDIX NO 1086488-25	*00
FAILURE MODE-OUT OF TOLER	of tolerance by a percent above mominal 2.5 RPS compared to 5 percent maximum.	RPS COMPARED TO S	PERCENT MAXIN	į		
CORRECTIVE ACTION-HOME. F.	FAILURE AMALYSIS MAINED BY BLY RELIABILITY CONTROL.	BILITY CONTROL.				-
IMBTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC EAS	A-88-4606-F Demodulator-Mering	7.AR 87-12360-5	848414 FACTORY	* Q	• -	
FAILURE MODE-ELECTRICAL SH MORTED ABAIMST TERMINAL SE.	FAILURE MODE-ELECTRICAL SMORT. UMIT WAS REJECTED FOR INADEBUATE OUTPUT. FAILURE WAS CONFIRMED AS CAUSED BY A WIRE CONTENTS TERMINAL SS.	MIE OUTPUT. FAILURI	T MAS CONFIRME	79 87	USED BY A WIRE &	

SENERAL DYNAMICS CONTAIR DIVISION

16 JUN 1886

10.00 E. 10.00

DIPFICULTER REVIEW-LASTRUMENTATION STREET APPROAME

		명 대 학 학 학	6 2 2 3 3 3	· ·			
PRI VENDOR NAME OTH VENDOR PAR? NO	CHECKOUT OF T	YE& BENGIK MO	YEL BOURNS NO EDDT971707	CEDUME. THE MOCEDUME. THE MOCEDUME. THE MOCEDUME. THE MOCEDUME. THE MOCEDUME. THE MOCEDUME. THE MOCEDUME MOCEDU	VCB BENOIX NO 1041868-3K		10 10 10 10 10 10 10 10 10 10 10 10 10 1
E O	A A NO	3	1 g 2	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	ů g		* 9
\$17E 71ME 01F	1003644 10	FACTORY MAXIBUM	3/0 3	THE TRAP MINUS 15: W THE TES TO 850.	ETR		600 600 600 600
VEHICLE DATE DIF	TION BURIT	1950 840418 ENT ABOVE	640413	INTON TERI INTENENT C JIRENENT C TTAL CYCLE	#63D 640411		840410 840410
DIF DATA BOURCE PART NUMBER	ERE ALERTED TO USE CAU	FAR 87-11841-848 EED WAB REPONTED 8 PERI	##-#00 ##- ##1	UME RANDOM - BINE VIBER 4.0 PERCENT IN THE Y PERCENT FOLERANCE RED T T T T T T T T T T-	7-01406-039	DERING TECHNISUES.	COUNTDOMAL E WERE
TEST/REFORT NUMBER FAILED COMFONENT NAME	CORRECTIVE ACTION-INGPECTION AND PRODUCTION PERSONNEL WERE ALERTED TO USE CAUTION DURING ASSENDLY AND CHECKOUT OF	LEMETRY BET APD TRANSDUC COMMUTATOR SP-11841-948 1950 FACTORY SP-11841-948 640418 FAILURE MODE-OUT OF TOLERANCE, CHANNEL 11 COMMUTATOR SPEED WAS REPORTED 8 PERCENT ABOVE MAXIMUM. CORRECTIVE ACTION-MOKE, FAILURE ANALYSIS WAIVED BY SLY RELIABILITY CONTROL.	FRESSUR: TRANSDUCER	SPECIFICATION DURING THE TEMERATURE RANDOM - SING VISRATION TEST THE TRANSCUCER OUTPUT SHOWE IS 40 PERCENT IN THE 2- INCXCESS OF THE PLUS OR WINUS 3.8 PERCENT TOLERANCE REQUIRENENT OF THE TEST PROCEDURE. THE MO- LIKELY MIPER LIFT-OFF. S/M 4020837. **COTOBER 1944, WAP MOSISSE, ECP 7873, WAS IN THE SUBMITTAL CYCLE TO 880. THIS ECP PROPOSES A "ERFORM THE REQUIRED FUNCTIONS MITH NO ADVERSE AFFECTS FROM THE HIGH FOESUENCY SUFFRIENCESD HY JATIONS.	LEMETAY BEY AND TRANSOUC OSCILLATOR WIRING TO TOTAGO-030 640411 NO 1041068-3K	OF INTERNAL WIRING.	CDA/BKF64-011/F2-402-00-283 COUNTDOMN 283D E 04041D
BYSTEM Bud-Grattm	CORRECTIVE ACTION-INAPECT	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUCERS FAILURE MODE-OUT OF TOLER CORRECTIVE ACTION-MOME, F	INSTRUMENTATION-A/B VELEMETRY BET AND THANSDUC ERB	FAILURE MODE - OUT OF SPECIFIED SPIKES OF UP TO MINUS 8.0 PE. AKIS. THESE WPIKES ARE INCKES DE OF FAILURE WAS MUST LIKELY CORRECTIVE ACTION-ON ES OCTOS TRANSDUCEE THAT WILL PERFORM DRAULIC PRESSURE FLUCTUATIONS.	INSTITUMENTATION-A/B TELEMETAY SEY AND TRANSOUCERS	PER BOLDERING TECHNISHES OF	INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC ERS FALLMEE MODE-FAIL DURING

ş

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

878768	TESTARFORT NUMBER	DIF DATA SOURCE	VEHICLE	3116	PRE VENDOR MAME	
*31816-But	FAILED COMPONENT NAME	PART NUMBER	DATE DIF	TINE DIF	OTH VEHOOR PART NO	
STATEM EFFECT-IMPROPER AN	STATEN EFFECT-IMPROPER ANALOG SIGNALS DATA NOT USABLE FROM RF NO.1 CHANNEL E.	H RF NO.1 CHANNEL E.				****
VENICLE EFFECT-COUNTDOWN DELAYED. ILY DUE TO UMESOLYED TELEKETRY PR	DELAYED. COUNTDOWN ABORTED AFTER 18 HIN HOLD PRIMARILY DUE TO ADVERSE MEATHER AND SECONDAR Enetry problem.	IS HIN HOLD PRIMARIL	Y DUE TO !	DVERBE M	ATHER AND SECONDAR	
CORRECTIVE ACTION-CANISTER REPLAC	IR REPLACED PRIOR TO NEXT ATTEMPTED LAUNCH.	ED LAUNCH.				· · · · · · · · · · · · · · · · · · ·
INSTRUMENTATION-A/B LV-AS-E4-4. TELEMETRY SET AND TRANSOUC COMMUTATOR	LV-AS-24-4339-C COMMUTATOR	FAR 27-11341-945	1950 64041C	FACTORY	YES BENDIK NO	27.5
FAILURE MODE-FAIL TO OPERATE AT	RATE AT PRESCRIBED TIME, CHANNEL 34, COMMUTATOR 34 FAILED TO OPERATE.	14: COMMUTATOR 14 FAI	LED TO 071	RATE.		
CORRECTIVE ACTION-MONE, F	FAILURE AMALYSIS MAIVED BY SLV RELIABILITY CONTHOL.	LIABILITY CONTROL.				
INSTRUMENTATION-A/B LV-A9-24-45FG-C TELEMETRY SET AND TRANSCUC POMER SUPPLY-WIRING ERS	LV-A9-24-4570-C FOMER BUPPLY-WIRING	FAR 27-11616-023	640410	FACTORY	YES 60/C	6 8 8 8 8
FAILURE MODE-ELECTPICAL 8	<u>u</u>	T IN THE D.8 VOLT DC	POVER BUP!	ירא דינעני.		
CONTRACTOR ACTUAL FAILURE	AILURE ANALTSIS MAIYED BY SLV RELIABILITY CONTROL.	LIABILITY CONTROL.				
IMSTRUMENTATION-A/B 27-3442 TELEMETRY BET AND TRANSDUC PRESSURE ERS	27-3442 Pressure Tramsducer	C19-9E1	440410	3/0 3	YES BOURNS NO 71724-0-10-732	10106
FAILURE MODE - OUT OF TOLERANCE. (FOLLOWING THE S MINUTE EXFORURE TO	OPERATION MAS NOT O PLUS 300 DEGREES	WITHIN STAILC ERROR BAND LIN f. 8/n 401-1890. PET LOT 86.	MITS DURIN	* INTERM	DIATE PROOF CYCLE	~~~~
CORRECTIVE ACTION - MOME.	THE OUT OF TOLERANCE CONDITION WAS NOT CONSIDERED SIGNIFICANT.	IAS NOT CONSIDERED &I	GNIFICANT.	•		
INSTRUMENTATION-A/B FR69C-21(Telemetry bet and transduc fosition eas	FR69C-2161.2 FOSITION TRANSDUCER	UTP-BLT 68-01005-1	640409	FACTORY	FE SERVONIC NO 3041-0101	
FAILURE MODE-STRUCTURAL. A THIN METAL THIS CAUSED THE OUTPUT TO SE ERNATIC.	FAILURE MODE-STRUCTURAL. A THIN METAL BAND WHICH CONTROLS THE WIPER POSITION BROKE DURING 2-AKIS VISRATION TESTING. This caused the output to be ermatic.	THE MIPER POSITION S	ROKE DUKIN	9 X-AXI	VIBRATION TESTINS.	
					PASE GIES	

● はいぬき機能を整合を発展を変化を変化を変化を対象を対象を対象を対する。

GENERAL DYNAMICS CONVAIR DIVIBION

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORNE	STRUMENTATION SYSTEM"	AIRBORNE				
SYSTEM SUG-SYSTEM	TRETAREPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE DATE DIF	BITE TIME DIP	PRIOTH	VENDOR NAME	,
CORRECTIVE ACTION-HOME, THE FAI	THE FAILURE OCCURRED AFTER THE UNIT WAS SUBJECTED TO	IIT WAS BUBLECTED TO	TESTING BEYOND THE DESIGN LEVEL.	NO THE D	E DI CR	רבאנר.	
INSTRUMENTATION-A/6 LV-AS- TELEMETAT SET AND TRANSOUC TLM CA	LV-AB-24-4537-F TLM CANESTER-RESISTOR	FAR 58-13665-035	1460	FACTORY	4 E 8		98612
FAILURE MODE-OUT OF TOLERANCE. MPOMENT STRAIN-GAGE RESISTORS.	RANCE, EXCESSIVE NOISE ON CHANNEL S AND A BOTH DISCREPANCIES WERE CAUSED BY POOR GUALITY CO	. S AND A BOTH DISCRE	PAHCIES WERI	CAUSED :	Š	M BUALITY CO	
CORRECTIVE ACTION-AN ACCEPTABLE	EPTABLE ALTERNATE RESISTOR P/N 86-75097-002 WILL REPLACE THE FAULTY P/N 75901-565 PART.	1-78097-002 WILL REPL	NCE THE FAU	TY P/N 7	5901-	SES PART.	
IMSTRUMENTATION-A/B BLV-DS TELEMETRY SET AND TRANSOUC FREGUE ERS	SLV-89-24-4640-F : FREGUENCY DETECTOR CAPACITOR	FAR 60-11116-1	640407	FACTORY	YES 60/C NO	2/0	78187
FAILURE MODE-ELECTRICAL BHORT. SED BY AN ELECTRICAL SHORT BETWE -1 AND CR-2.	SHORT, UNIT MAS REJECTED FOR FAILURE TO RESPOND TO ADJUSTMENT. FAILURE WAS COMFIRMED AS CAU It between the case of capacitor C-2 (PIN 81-34007-073) and output combuctor terminals of CR	LURE TO RESPOND TO AD. C-B (PIN 81-340DT-DTS)	JUSTNEHT. F.	AILURE WA F CONDUCT	S COM	FIRMED A3 CAU	
CORRECTIVE ACTION-DESIGN CHANGE	WAR NADE	TO INCORPORATE INBULATION SLEEVING ON THE CAPACITORS.	N THE CAPAC	17088.			
INSTRUMENTATION-A/B LV-A9- TELEMETRY BET AND TRANSDUC TLM CM ERB	LV-A9-24-4341-C TLM CAMIBTER-TRANSMITTER	7/7 7/2 10/4 11/4 11/4 11/4 11/4 11/4 11/4 11/4	1950 640407	FACTORY	YES BENDIX HO	IND 3 X	
FAILURE MODE-OUT OF TOLERANCE.	RANCE. SMFROPER MEASUMENENTS WERE RECEIVED AT GROTY AND GROSY.	E RECEIVED AT GROTY AN	ii) 6298V.				
CORRECTIVE ACTION-HOME, FAILURE	FAILURE AMALYSIS WAS WAIVED BY BLY RELIABILITY CONTROL.	Y RELIABILITY CONTROL	ند				
INSTRUMENTATION-A/B A-59-2 Telenetat set and transduc demodu ers	A-59-24-4554-F Demodulator Hodule	FAR 69-11110-001		FACTORY	2 Q		
FAILURE MODE-OUT OF TOLERANCE.	RANCE. MODULE INTERNAL WIRING DISCOLORATION CAUSED BY THE PARSENCE OF	SCOLORATION CAUSED BY	THE PRESEN	IN OF CHL	CHLORIDES.	÷	
CORRECTIVE ACTION-RAR A-S	CORRECTIVE ACTIOM-RAR A-99-24-9299 RECOMMENDING THAT POTTING CURING CATALYST BE COMPATIBLE WITH ALL POLYETHYLENE SL	THE CURING CATALYBY	E COMPATIB	LE WITH A	5	LYETHYLENE OL	·
						PAGE 0169	- T - 1

9991 NAT 91

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORME

AUS-STREE FAILED COMPONENT NAME USED WAICH WOULD ELIMINATE CHLORIDE PORMATION.	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME OIF	O TH	VENDOR NAME VENDOR SART NO		
INSTRUMENTATION-A/B FRESC-1650.E TELEMETRY SAT AND TRANSDUC PRESSURE TRANSDUCER ERS	UTP-PRT 69-01008-39	440407	3/09	± 8	BOURNS RODTS7170?	0 10 10 10 10 10 10 10 10 10 10 10 10 10	
FAILURE MODE-OUT OF SPECIFICATION. DURING THE POST 300 DEGREES F. PROOF CYCLE, THE MAXIMUM ERROR WAS PLUS 3.42 PERC Ent OF FULL SCALE OUTPUT. THE ALLOMABLE ERROR IS PLUS OR HINUS 3.0 PERCENT PLUS INSTRUMENT ERROR OF PLUS OR MINUS D, IS PERCENT. THE VENDOR DETERMINED THAT THE DISCREPANCY WAS CAUSED BY PARTS NOT SEING TEMPERATURE STABILIZED COMPLETE LT.	DERREES F. PROOF CYCLE. Hinus 5.0 Percent Plus 18 caused by Parts Not	CLE: THE MAXIMUM ERROR WAS PLUS I PLUS INSTRUMENT ERROR OF PLUS OR NOT BEING TEMPERATURE STASILIZED	TERROR	VAS Of PL 67A81	PLUS 3.42 PERC US OR MINUS D. LIZED COMPLETE		
CORRECTIVE ACTION-THE VENDOR STATED THAT P/H 69-01003-29, -31, -33, -35, AND -39 UNITS WILL BE 100 PERCENT TEMPERAT URE EVCLED PRIOR TO FIHAL TESTING, TO STABILIZE THE TRANSDUCERS, THIS WILL BE EFFECTIVE ON S/H 4071430 AND ON STATI NS EG JULY 1964.	P31, -33, -35, AMD - BDUCERS, THIS WILL BE E	B9 UNITS !	AILL BE 12	00 PE	-35, AND -39 UNITS WILL BE 100 PERCENT TEMPERAT B WILL BE EFFECTIVE ON 8/N 4071430 AND ON STARTI		
INSTRUMENTATION-A/B A-99-24-45DS-F TELEMETRY SET AND TRANSDUC DEMODULATOR-TRANSFORMER ERS	FAR 27-01261-1	6 4040	FACTORY	2 €	AC ELECTRONICS 982816	404507	
FAILURE MODE-OUT OF TOLERANCE, TWO UNITS WERE REJECTED FOR IMPROFER TURNSRATIO, FAILURE WAS CONFIRMED AS CAUSED BY Damaged winding infolation resulting from excessive applied current, n/a et-18328.	FOR IMPROFER TURNSRATIC	· FAILURE 20.	WAS CONF	1 R MEG	AS CAUSED BY		
CORRECTIVE ACTION-RESPONSIBLE TEST PERSONNEL WERE CAUTIONED IN USING PROPER TEST VOLLAGES.	WED IN USING PROPER TE	ST VOLTAGE	•				
INSTRUMENTATION-A/B FR69A2176.1 Telemetry set and transouc tlm canibter erb	UTP-SLT 68-11100-1	44 040 4	5/09	¥ 68		9 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	
FAILURE MODE-STRUCTURAL, TRAMBMITTER AT 180 DEGREES F. BLT Z-AXIS RANDOM-SINE 12 GRMS SHEEP IN PROGRESS, RF POWER OUTPUT DROFFED TO ZERO FROM & WATTS WHEN SINUSOLDAL, PREQUENCY REACHED SOD CPS. INVESTIGATION REVEALED EXTENSIVE SIRUCTURAL DAMAGE INCLUDING, BROKEN TRAVINAL PINS AND MIRES, BROKEN AND LOOSE RESISTORS AND CAPACITORS, A FRACTURE AND ESSING BIVETS IN THE WETAL FRANC, LOOSE TIE DOWN SCREWS, ETC. THIS FAILURE WAS ATTRIBUTED TO INADEQUATE HARNESS WIRE LATOUT AND TIE DOWNS.	BLT Z-AXIS RANDOM-SINE ENCY REACHED SDD CPS. I PROKEN AND LOGSE RESIST ITC. THIS FAILURE WAS A	12 CRMS SI NVESTIGAT ORS AND CI	HEEP IN P ION REVEA APACITORS TO INADE	ROGRE LED E	SS. RF POWER STRUC Sylensive Struc Racture and Hi Harness Wire		
CORRECTIVE ACTIOM-REDEBIEN OF THE MARNESS WIRE LAYOUT TO ADD ADDITIONAL TIE DOWNS, FOAM, AND OTHER SUPPORT AS RESUL Febt-e-eight, compownent movement and wire breakage, especially near terminal boards and connectors, ecp 7814, Ref.	HARNESS WIRE LAYOUT TO ADE ADDITIONAL TIE DOWNS, FOAM, And wire breaksee, especially near terminal boards and	NNS, FOAM BOARDS AN	AND OTH	ORS.	AND OTHER BUPPORT AS RESUL CONNECTORS: ECP 7814, REF.	<u></u>	
							
					PA6E 0170		

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

į

	DITTICULTIES REVIEW-INSTRUMENTATION STREATER AIRBOARD	TRUMENTATION SYSTEM"	INBORNE			
4747EH 406-4747EH	TEST/AEFORT NUMBER FAILED COMPOHENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	.
INSTRUMENTATION-A/B LV- TELEMETRY SET AND TRANSOUC TEN ERS	LV-AS-24-4363-F : TLM CANISTER-RESISTON	7AR 08-1866-088	146D 640406	FACTORY	7£8 10	500
FAILURE MODE-OUT OF TOLERANC BREAKUP CAUSED BY POOR ELECTR	FAILURE MODE-OUT OF TOLERANCE, CHANNEL E SEGNENTS 13 THROUGH 27 AND 57 THROUGH 69 HEASUREHEHT A-1775 HAD EXCESSIVE Brearup caused by poor electrical connection between the resistance wire and resistor lead.	WGH ET AND ST THROUGH EDIDTANCE WIRE AND RE	69 HEABUR! BIBTOR LEA	CHENT A-1	775 HAD EXCESSIV	
CORRECTIVE ACTION-MENO FROM ME P/N 86-75501-564 AND -565	FROM DESIGN GROUP DATED 64D413 INDICATING THAT MISSILE 146D IS THE LAST SLY ARTICLE -563 RESISTOR STRAIN GAGE ACCOMPLISHED BY CIC 87463.	SHED BY CIC 87465.	1460 IS TH	C LAST S	y article to ude	} ~
INSTRUMENTATION-A/B FRETELEMETRY SET AND TRANSDUC ANGERS	FR65C-3011.1 : AMGULAR POSITION TRANSDUCER	UTF-QUAL/PPT &7-01616-7	640496	FACTORY	YES SERVONIC NO 5031-0107	690762
FAILURE MOE-LEAK-EXTERNAL. ON I ROR ON POST INNERSION TEST PROOF LEAK MAS AT THE POINT WHERE THE	IAL. ON THE IMMERSION TEST THE TRANSDUCER LEAKED IMMEDIATELY AFTER SEING PLACED IN MATER. IT PROOF CYCLE MAS PLUS 6.96 AND MINUS 3.15 PERCENT. ALLOMED IS PLUS OR MINUS 0.75 PERCENT RE THE CABLE ENTERS THE CASE AND WAS CAUSED BY ABUSE. S/N 3100002.	NSDUCER LEAKED IMMEDI INUS 3.15 PERCENT. AL WAS CAUSED BY ABUSE.	ATELY AFTE LOWED IS PI S/N 3100003	LUS OR M.	LACED IN WATER. E Nus 0.73 percent.	æ .
CORRECTIVE ACTION-NOME.						
INSTRUMENTATION-A/B FAR TELEMETRY SET AND TRANSDUC PRE ERB	FAR-LV-30-24-4450-F PRESSURE TRANSDUCER	742 7-01731-7	640406	FACTORY	YES BOURNS HO 71724-0-15-752	890694
FAILURE MODE-CONTANINATION. HE RAWGE. EXAMINATION SHOWED THAT CONTAMINANTS MERE ON T	FAILURE MODE-CONTANINATIOM. WHILE BEING CHECKED IN THE FACTORY, THE TRANSDUCER SHOWED ERRATIC OUTPUT OVER PART OF T E RAWEE. EXAMINATION SHOWED THAT A LIGHT COMTACT FORCE EXISTED SETWEEN THE WIPER ARM AND THE RESISTIVE ELENENT, AND THAT CONTANINANTS WERE OM THE ELEMENT, RESULTING FROM AN IMPROPER CLEANING PROCESS.	CTORY, THE TRANSDUCEN ISTED SETWEEN THE WIF INTROFER CLEANING PRO	CER SHOWED ER WIFER ARM AND PROCESS.	THE RES	PUT OVER PART OF BILVE ELEMENT: A	۰ ۵
CORRECTIVE ACTION-THE FAILUR CENT INSPECTION TO WIPER ARM	CORRECTIVE ACTION-THE FAILURE WAS CONFIRMED. THE VENDOR NOW HAS AN IMPROVED CLEANING PROCESS, AND IS GIVING 100 PER	OM HAB AN IMPROVED CL	EANING PRO	ESS. AM	18 61 VING 100 P	w.
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUCERS	INSTRUMENTATION-A/B PAT-TP-69F-2167-1 TELEMETRY SET AND TRAMBDUC DIFFERENTIAL PRESSURE TRANSOUCER ERS	C17-7AT 87-01888-98	040400	FACTORY	YES MIANCKO NO 84103-E1	<u> </u>
FAILURE MODE-OUT OF TOLERANCE D AT PLUB 28 PSID, FAILURE MAI	FAILURE MODE-OUT OF TOLERANCE. DURING INITIAL PROOF CYCLE: SPECIMEN BZN 3185899 OUTPUT BID NOT CHANGE WHEN EXERCISE : AT PLUB ES PSID. FAILURE MAS PROBABLY DUE TO OVERFRESSURIZATION BUT DEFINITE CAUSE MAS NOT ISOLATED.	. SPECIMEN 8/N 310008 17ATION BUT DEFINITE	CAUSE WAS	ID NOT C	ANGE WHEN EXERC!	· u
					PASE 0171	2

The control of the co

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	DITTICULTING PREINTHING REGION STRINGS	IUMENTATION STRIENTA	I REOKINE			
STSTEM SUB-STSTEM	TEST/REPORT HUNGER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TINE DIF	PRE VENDOR MANE OTH VENDOR PART	2
CORRECTIVE ACTION-60/C AND MERE RE-INSTRUCTED.	VE NO		ENT WAS RI	CHECKED /	TEST EGUIFMENT WAS RECHECKED AND TEST PERSONMEL	919881
RANBOUC	A-88-24-482G-C Transformer	FAR R7-01520-1	1116	FACTORY	YE& ACI HO ACI1235	2010
FAILURE MODE-CUT OF TOLERANCE AMPERES. M/A 27-12412-11.	ANCE, UNIT WAS REJECTED DURING CHECKOUT FOR EXCEDING EXCITATION CURRENT VALUES BY 9 MILLI	ECKOUT FOR EXCEEDING	EXCITATION	DA CURREN	T VALUES BY 9 HILL	3
CORRECTIVE ACTION-NUME. A	ANALTSIS WAS CANCELED.	·				
INSTRUCENTATION-A/B CT-9 TELEMETRY SET AND TRANSDUC DIFF ERS	CT-99-24-3148 Differential Amplifier	FAR 87-01841-1	640404	FACTORY	YES MAYBERRY Mo 114-8	8 8 8 8 8
FAILURE MODE-OUT OF TOLERANCE	IANCE. OUTPUT INPEDANCE APPEARED TO BE LOM.	O BE LOW.				
CORRECTIVE ACTION-HOME. F	FAILURE MAS NOT CONFIRMED.					
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC	FRESAEITE.1 DATED 1 MAY 1954 TLM CANISTER-WIRING	UTP-5LT 69-11100-1	640403	5/09	YES 60/C NO 69-11100-1	4
FAILURE MODE-FAIL DURING OPES EEP IN PROGRESS-EXCESSIVE LIM 34% WERE LOST, WIRE 8 TO PIN	FAILURE MODE-FAIL DURING OPERATION. TEST SPECIMEN AT AMBIENT TEMPERATURE WITH X-AXIS RANDOM-SINE LEVEL-(18 EEP IN PROGRESS-EXCESSIVE LIMEARITY ERRORS NOTED FOR CHANNEL A AND E AFTER X-AXIS VIBRATION. MEASUREMENTS DI 34x mere lost. Wire b to pin 1 of commutator commector Jzs and wires to terminal board 4 pins 23 and 24 mere	INT TEMPERATURE WITH X-AXIS RANDOM-SINE LEVEL-(12 GRHS) SW IL A AND E AFTER X-AXIS VIGRATION, MEASUREMENTS DIV AND U1 AND WIRES TO TERMINAL BOARD 4 PINS ES AND 24 MERE BROKEN.	X-AXIS RIXIS RIXIS VIENA	INDOM-SIN TION, MEA FINS ES	IANDOM-SINE LEVEL-(12 GRMS) SW ITION, MEASURENENTS DIV AND UL 4 PINS ES AND 24 MERE BROKEN.	8 2 K
CORRECTIVE ACTION-REDESIGN OF THE HARNESS RED TO PREVENT HOVEMENT AND WIRE BREAKAGE, IMPLEMENTED AND ADDED TIE DOWN AND FOAM.	CH OF THE MARNESS WIRE LATOUT TO ADD NO WIRE BREKKAGE, ESPECIALLY MEAR TE E DOWN AND FOAM, REF. FR 694-2-216C.	WIRE LAYOUT TO ADD ADDITIONAL TIE DOWNS, FOAM, AND OTHER ESPECIALLY MEAR TERMINAL BOARDS AND CONNECTORS. ECP 7814 REf. FR 854-2-216C.	OWNS, FOA	H, AND OT	HER SUPPORT AS REGUI 614 MAS SUBSEGUENTLY	201 17L4
IMBIRUMENTATIOM-A/B TELEMETRY BET AND TRAMSDUC ERB	INSTRUMENTATION-A/B LY-AS-24-4598-F TELENGTRY SET AND TRANSDUC DIFFERENTIAL-PRESSURE TRANSDUCER Erb	FAR 67-93800-033	1950 640403	FACTORY	YES SERVONIC NO	
FAILURE MODE-OUT OF TOLERANCE. BY A MEAKEMED WIRE IN THE MIPER	FAILURE MODE-OUT OF TOLERANCE. THE TRANSDUCER READ 7 PERCENT OUTPUT WITH TERO PRID APPLIED. THE FAILURE WAS CAUSED IT A MEAKEMED WIRE IN THE MIPER ABSEMBLY. THE WINE WAS WEAKEMED WHEN IT WAS CRUSHED DURING MELDING.	ELT OUTPUT WITH TERK REMED WHEN IT WAS CI	PAIG APP	LIED, THE ING WELD!	: FAILURE WAS CAU	9
	ember de de de de la companya de la	de de la companya del la companya de	e manere alle en le candide en de le legación de		#16E 0172	0172

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

AVATEM AUB-AVATEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIP TI	TINE DIF OTH	VENDOR NAME VENDOR PART NO	·
CORRECTIVE ACTION-THIS UNIT MAS BUILT IN AUG CONTAINATION CONTROL PROCEDURES, THE VENDOR AS INCLUDED IN SPECIFICATION CONTROL DRAWING	BUILT IN AUG THE VENDOR ROL DRAWING	SUBT 1961. IN 1963, THE VENDOR IMPROVED HIS SPOT WELDS! DRAWING WAS CLARIFIED BY A NOTE AFTER THIS FAILURE. T 67-93800-003, REVISIOM-E, EFFECTIVE 30 NOVEMBER 1964.	OVED HIS SPOTER THIS FALLE	WELDING, URE, THE	BOLDERING AND CLARIFICATION W	# 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
INSTRUMENTATION-A/B 69CEGUS TELEMETRY SET AND TRANSDUC PRESSURE ERS	68CE035 PRESSURE TRANSDUCER	UTP-PAT 69-01003-29	940403 60/0		YES SOURNS NO EGGTSTITGE	••010
FAILURE MODE - OUT OF TOLERANCE. MERE 8D STEPS OUT OF A TOTAL OF 44 M .30 PERCENT. THE SPEC. ALLOWS 13	erance. Duxing the initial proof cycle for pat the unit failed the resolution test. There 'al of 449 steps that were greater than .28 percent full scale, and three steps greater th 'Llows is steps of .23 percent, and zero steps of .36 percent. S/N 3040075.	CYCLE FOR PAT THE UN THAM .85 PERCENT FUI 3 ZERO BTEPS OF .5G I	IT FAILED THE LL SCALE, AND PERCENT, S/N 3	RESOLUTE THREE ST 3040075.	RESOLUTION TEST. THERE THREE STEPS GREATER THA U40075.	***
	THE FAILURE COULD NOT SE CONTINED.	540	}	- 1		
TELEMETRY SET AND TRANSDUC. Ers	TLM CANISTER-TRANSMITTER			S S S S S S S S S S S S S S S S S S S	BIBIOGS	994572
FAILURE MODE-ELECTRICAL SHORT. UN MAS COMFIRNED AS CAUSED BY A MOME THE UNIT MAS INSTALLED.	FAILURE MODE-ELECTRICAL SHORT, UNIT WAS REJECTED BECAUSE OF SHORT CIRCUIT BETWEEN 28 VDC AND COMMON WAS CONFIRMED AS CAUSED BY A MOMENTARY CONTACT BETWEEN A TERMINAL POST AND THE CASE, THE SHORT ONLY WE UNIT WAS INSTALLED.	F SHORT CIRCUIT BETWINEL FOST AND THE	CASE, THE SH	E COMPONION ORT ONLY	CIRCUIT BETWEEN 28 VDC AND CONNON GROUND. FAILURE POST AND THE CASE, THE SHORT ONLY APPEARED WHILE	
CORRECTIVE ACTION-VENDOR TOOK EGUATE INSULATION MILL ALSO BE	CORRECTIVE ACTION-VENDOR TOOK ACTION TO REDESIGN FOR GREATER CLEARANCE BETWEEN THE 28 VDC TERMINAL AND THE CASE. AD	IR CLEARANCE BETWEEN	THE 88 VDC 1	ERHINAL A	WO THE CASE. AD	
INSTRUMENTATION-A/B 69C-2040 TELEMETRY SET AND TRANSOUC PRESSURE ERS	48C-2040 PRESSURE TRANSDUCER	UTF-PAT 69-01003-31	648408 687C	5 4E8	BOURNS 7007371703	1000
FAILURE MODE - OUT OF TOLERANCE, THE U -E-64 (PAT), 2) DURING THE INITIAL PROO T OF TOLERANCE CM 4-3-64), 8/N 3080441,	THE UNI	IT MAS OUT OF TOLERANCE 1) DURING THE POST X-AXIS VIBRATION PROOF CYCLE OH 4 CYCLE OF THE PRI SATISFACTORY PERFORMANCE TEST: (3 PROCEDURAL STEPS WERE OU	DST X-AXIS VI	BRATION PI PROCEDURAL	X-AXIS VISRATION PROOF CYCLE OH 4 TEST: (3 PROCEDURAL STEPS WERE OU	
IRECTIVE ACTION - NONE.	CORRECTIVE ACTION - MOME. THE FAILURES COULD NOT BE CONFIRMED.	,				
				•	PAGE 0173	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	DITTICULTIES REGIER-INSTRUMENTALLON	MENIATION STRICK AIRBORNE	RBCRIME				
AVATER BUB-STATER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE Date dif	BITE TIME DIF	PRI VENDOR NAME OTH VENDOR PART	VENDOR NAME ENDOR PART NO	
INSTRUMENTATION-A/S LV-88-E4-48 TELENETRY SET AND TRANSDUC TRANSMITTER ERS	LV-00-84-4617-C TRANBMITTER	FAR 27-01610-3	440401	FACTORY	YES SENDIK-PACIFIC NO	-PACIFIC	
FAILURE MODE-FAIL DURING OPERA E PACRAGE.	OPERATION. A CURRENT SURGE OF 3.4 TO 7.0 AMPERES WAS REPORTED WHEN ESVDC MAS APPLIED TO TH	TO T.D AMPERES MAS	REPORTED	MEN SOVD	: WAS APPLE	63 67 87	
CORRECTIVE ACTION-NOME, ANALYS INSTRUMENTATION-A/B FTA84 TELEMETRY SET AND TRANSDUC OSCIL ERS	CORRECTIVE ACTION-MONE, ANALYBIB WAS NOT PERFORMED AT 60/C. STRUMENTATION-A/B FTA6449/PE-4CO-05-265 LEMETRY SET AND TRANSDUC OSCILLATOR 19	COMPOSITE-J FACT	2330		46.0 80		697760
FAILURE MODE-DRIFT-RF1 CHANNEL BYSTEM EFFECT-IMPROPER ANALCE	HANNEL E BUBCARRIER GECILLATOR MAS DRIFTIME DURIME THE TEST.	DRIFTIME DURING TAK	1691.				
VEHICLE EFFECT-NOME. COARECTIVE ACTION-TELEMETRY PACKAGE REPLACED.	THY PACKAGE REPLACED.						
INSTRUMENTATION-A/B LV-9(TELEMETRY SET AND TRANSDUC BANDIC	LV-99-24-4281-F : BANDPASS FILTER	FAR ET-01295-8	188070	FACTORY	YES APPLIED NO ENTS AC13030-	ED COMPON	4 6 6 10 10 10 10 10 10 10 10 10 10 10 10 10
FAILURE MODE-OUT OF TCLERANCE. THE BERIES RESOMANT FREGUENCY.	RANCE. UNIT WAS REJECTED FOR IMPROPER OUTPUT. FAILURE WAS CONFIRMED AS CAUSED SY Duency.	ER OUTPUT, FAILURE	MAS CONF.	RRED AS	AVSED BY A	SHIFT IN	
CORRECTIVE ACTION-VENDOR WILL TO PREVENT PRESSURE DANACE.	I WILL ENCLOSE ALL UNITS IN A RIGID AND HERNETICALLY SEALED WETAL CONTAINER, AFTER 12-1-63, FC.	AND HERMETICALLY BI	EALED WET	IL CONTAIL	ER, AFTER	12-1-63,	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	69C-2037 : TEMPERATURE VRANBOUCER	7-01588-8	senote.	5/00	YES LEWIS NO SEB34B	. •	100
FAILURE MODE-STRUCTURAL. DURING	. DURING VISRATION. TESTING. ELEMENT B OF	T B OF THE TRANSDUCER OFFINED.	ER OPENED				
CORRECTIVE ACTION-SPECIFICATE	FICATION REPORT 7-DISSS PARAGRAPH 2.3 MAS REVISED TO SPECIFY WORE REALISTIC /REDUCED/ VISRAT	. S WAS REVISED TO S	PECIFY NO	RE REALIS	TIC /REDUCE	ED / VIBRA	
						PAGE 0174	

GENERAL DYKTHICA CONVAIR DIVIBION

#### #27 ## ·	DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE	MENTATION SYSTEM'A	RBORME			
avaten aus-avaten	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE FART NUMBER	VEHICLE DATE DIF 71	81TE PRI TIME DIF OTH	PRI VENDOR HANE OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERB	LV-88-24-4167-F TRANSDUCER BELLOKS	FAR 87-01848-7	840831 FA	PACTORY NO	80URNS 48015-0-100-78	0
FAILURE MODE-BIRUCTURAL. THE & PERCENT UNIFORM ERR. MPRESSURIZATION MOST LIKEL	FAILURE MODE-BIRUCTURAL, THE TRANSDUCER WAS REJECTED WHEN IT FAILED THE FUNCTIONAL TEST. THE FAILURE WAS COMFIRMED. The a percent uniform error is attributed to a belicus characteristic chamge caused by overpressurization. This ove Rpressurization most likely occurred during transducer eleaning, bince the transducer was mever on a missile.	F PAILED THE FUNCT! ICTERISTIC CHANGE C. ING. BINGE THE TRAM	DWAL TEST. T KUSED BY OVE BOUCES WAS N	AE FAILURE RPRESSURIZ EVER ON A	WAS COMFIRMED. TATION, THIS OVE MISSILE.	
CORRECTIVE ACTION-IN NOVE	CORECTIVE ACTION-IN NOVEMBER 1883 INSPECTION PERSONNEL BEGAN COMPLYING WITH THE LATEST REVISION OF MS-63-248 FOR Eanims.	IN COMPLYING WITH T	IC LATEST RE	TIBIOH OF	M8-63-248 FOR C	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-89-E4-4384-F COMPOSITE AMPLIFIER	FAR 87-51658-1	6.110 FA	PACTORY YES	DENOIX 1063320	
FAILUME MODE-ERMATIC OPER	FAILUME MODE-ERRATIC OPERATION. UMIT MAS REJECTED FOR MOISY OUTPUT. FAILUME BELIEVED CAUSED BY FAULTY INSTALLATION.	OUTPUT. FAILURE BE	LIEVED CAUSE	S BY FAULT	IY INSTALLATION.	
CORRECTIVE ACTION-PROCEDU	COMPECTIVE ACTION-PROCEDURES FOR BURSYSTEM THOUSLESHUDTIME	MERE REVISED, FAILURE NOT CONFIRMED.	RE NOT COMF.	reco.		
IMSTRUMENTATICA-A/B TELENETRY BET AND TRANSDUC ERS	48C-EDST TEMPERATURE TRANSDUCER	#- P##10-14	440530 6076	99 ⋅	1521.0	•
FAILURE MODE-OUT OF TOLES, OF FAILURE MAS IME REVERSE	FAILURE MODE-OUT OF TOLERANCE. THE RESISTANCE OF BOTH ELEMENTS WAS OUT OF TOLERANCE DURING Y- Of Failure was the reverse wiring of sechents of the reistance bridge used in the Test set-up.	BOTH ELEMENTS WAS OUT OF TOLE! The reletance erides used in t	RANCE DURING 1E TEST SET-	4-AX18 41	TOLERANCE DURING Y-AXIB VIBRATIOM. CAUSE IN THE TEST SET-UP.	
CORRECTIVE ACTION-THE TER	TEST LAS WAS NOTIFIED OF THE PROBLEM	THE PROBLEM AND ABKED TO DOUBLE CHECK BET-UP IN PUTURE TESTS.	CHECK BET-U	IN PUTUR	E TESTS.	
INSTRUMENTATION-A/S TELEMETAY SET AND TRANSDUC I	LV-3D-24-4818-F Bishal Compitioner-acres	FAR 87-18014-007	840387 WTR		YEB 60/C	****
FAILURE MODE-CONTANINATION	FAILURE MODE-CONTANINATION. FAILURE WAR CAURED BY A LOOSE BEREW: PREE	REW, PREE TO FALL	TO FALL INSIDE THE C	CANISTER.		
CORRECTIVE ACTION-SHOP AND T USE OF LEAD SEALS AND BDS	CORRECTIVE ACTION-SMOP AND INSPECTION PERSONNEL WERE ADVISED OF THE PAILURE AND MAVE INSTITUTED IMPROVED CONTROLS USE OF LEAD SEALS AND BD1 (SREAK OF INSPECTION) RECORDS.	OF THE PAILURE AND	HAVE INSTE	TUTED 1MP	OVED CONTROLS B	
					PAGE DITS	-

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM'AIRBORME

avaten aus-avaten	TESTARFORT NUMBER FAILED CONFONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	e O	VENDOR HAME	
INSTRUMENTATION-A/B LY-AS- TELEMETAT SET AND TRANSDUC FILTER ERS	LV-A0-24-4331-F FILTER	7AR 68-1366-638	1460	FACTORY	1 2 2	YES DENDIX	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
FAILURE MODE-OUT OF TOLERANCE. INFROPER OUTPUT FILTER.	RANCE. EXCESSIVE NOISE OF 10 PERCENT WHERE 8 PERCENT IS ALLOWED. CAUSED BY INSTALLATION OF	ENT WHERE & PERCENT	ALLOXED.	CAUPED	A TH	17ALLA710M OF	······································
CORRECTIVE ACTION-CHANGE OUTPUT	FILTER REGUIREMENT	(60/C DEBIGN MEMO 548-5-64-69 DATED 640351).	69 DATED	40381).			
INSTRUMENTATION-A/B LY-99-E4-45E2-C TELEMETRY SET AND TRANSDUC SUBCARRIER OSCILLATOR ERS	LV-99-R4-45RR-C BUBCARRIER OSCILLATOR	FAR 7-01466-839	440324	FACTORY	4 5 A	BENDIX 1041962-3-K	****
FAILURE MODE-ERRATIC OPERATIOM.	RATIOM. UMSTABLE OUTFUT.						
CORRECTIVE ACTION-WOME. FAILURE	FAILURE ANALYDIB WAB MAIVED BY BLY	V RELIABILITY CONTROL.	•				
INSTRUMENTATION-A/B A-9D-24-4566-F TELEMETAT SET AND TRANSDUC TRANSDUCER-HIRING ERS	A-90-24-4568-F Tramboucer-Hirimg	FAR 7-01414	\$10F 640324	Z .	YES 40/C	:076	892604
FAILURE MODE-ELECTRICAL OPEN CI	PPEM CINCUIT OF PIN C HIRE FROM FOOR SOLDERING.	DOR BOLDERING.					··
CORRECTIVE ACTION-CERTIFICATION	OF FACTORY	SOLDERING PERSONNEL TO HASA SOLDERING SPECIFICATIONS.	NG SPECIFI	CATIONS.			
INSTRUMENTATION-A/B A-59-24 Telemetry set and transouc pressur ers	A-99-E4-4841-F PRESSURE TRANSOUCER	FAR 7-01731-5	640323	FACTORY	\$ Q	YES BOURNS NO	
FAILURE MODE-CONTANINATION	FAILURE MODE-COMTAMINATIOM, FAILURE COULD NOT BE RECOMFIRMED BUT ANALYBIB DISCLOSED THAT UNIT WAS CONTAMINATED.	WED BUT AMALYBIS DISC	LOSED THAT	UNIT WA	60 e	AMINATED.	
CORRECTIVE ACTION-VENDOR WAS RES	WAS REQUESTED TO TAKE STEPS TO ELIMINATE CONTAMINATION IN THE PRESSURE TRANSDUCER.	ININATE CONTABINATIO	H IN THE P	RESSURE	TRANBE	UCER.	=
							.

SENERAL DYNAMICS CONVAIR DIVISION

11 JUN 1946	DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRSORME	MENTATION STRIEN'S	RECRIE			
BVBTEN BUG-BVBTEN	TEBT/REFORT NUNDER FAILED COMPONENT NAME	DIF DATA BOURCE PART NIMBER	VEHICLE BITE DATE DIF THE D	8176 PRI TIME DIF OTH	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY MET AND TRANSOUC P	FAR-BLY-BB-24-4887-F FAR-BURE TRANSOUCER	FAR 7-61781-1	840328 FACTORY		VER BOURNS NO YATER-G-8-798	***
FAILURE MODE-OUT OF TOLERAN THE UPPER EMD OF THE RAMSE	OF TOLERANCE, WHEN CHECKED 14 THE STANDARDS LAB; THE STATIC ERROR EXCEEDED THE ALLOMASLE BAND MEAR The ramsf ***WCT1361al Tests; Disassembly, and examination did not reveal any discrepancies.	1 LAB, THE STATIC E. ING EXAMINATION DID	IROR EXCEEDED THE ALLOWABLE BAI NOT REVEAL ANY DISCREPANCIES.	THE ALLO	HABLE BAND MEAR PANCIES.	· · · · · · · · · · · · · · · · · · ·
CORRECTIVE ACTION-HONE. TH	THE FAILURE WAS CONFIRMED, BUT THE CAUSE COULD NOT BE DETERMINED.	CAUSE COULD NOT BE	ETERMINED.			
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC CERS.	LV-88-24-4577-C O)CILLATOR	FAR 87-11841-009	#040 #403##	ğ <u>8</u>	YES BENDIK-PACIFIC No	0 0 0
FAILURE MODE-OUT OF TOLERA	OF TOLERANCE. UNIT WAS REJECTED FOR DISTORTIONS OF BEGMENTS 1 AND 2 ON CHAMMEL 13.	TIONS OF REGMENTS S	AND 2 ON CHAN	ÆL 13.		<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>
CORRECTIVE ACTION-HOME. NO	NO FAILURE AMALTRIS PERFORMED.	٥				
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSCUC CERS	LY-99-24-4599-F Differial Amelifier	FAR R7-01010-1	840381 FACTORY	:	YES APPLIED ELECTR NO ONICE DC-1-018	4 T # 4 T #
FAILURE MODE-EHRATIC OPERA Determined, unit mas dama	FAILURE MODE-EHRATIC OPERATION. UNIT WAS REJECTED FOR GAIN INSTABILITY. FAILURE WAS CONFIRMED BUT THE CAUSE WAS MOT Deternimed. Unit was damaged during disabsendly amalybib.	INSTABILITY. FAILUR	E MAS CONFIRM	## ##	E CAUSE WAS HOT	
CORRECTIVE ACTION-NONF.EX	CORRECTIVE ACTION-NOWF.EXACT CAUSE OF FAILURE MAS NOT DETERMINED.	41 NED .				
IMSTRUMENTATIOM-A/B TELEMETRY SET AND TRANSOUC P	4-99-84-4384-F FRE-FLIGET CALIBRATOR	FAR 87-13084-1	SAGUEL FACTORY	AND HO	3/04	4 4 4 4
FAILURE MODE-ELECTRICAL BHORT SHORT CALCUIT PLUS OTHER POOR MCY, BUT DID MOT.	FAILURE MODE-ELECTRICAL SHORT CIRCUIT OF P1-5 AND P1-5 WAS FOWND DURING CHECKOUT. AN UNRPECIFIED JUNNER CAUSING THE SHORT CIRCUIT PLUS OTHER POOR GUALITY COMSTRUCTION WAS FOUND. THE MANUFACTURING TEST SET SHOULD REJECT THE DISCREPA NET. BUT DID MOT.	FOUND DURING CNECKO 3. THE MANUFACTURIN	JT. AN UNRPECT F TEST SET SMC	71ED 70M	PER CAUSING THE CT THE DISCREPA	
CORRECTIVE ACTION-UPDATE C	CORRECTIVE ACTION-UPDATE OF MANUFACTURING TEST EBUIPHENT AND MANUFACTURING PROCEDURES.	NAMUFACTURING PRO	EDURES.			

PAGE DITT

FAILURE MODE-INTERNAL LEAK. THE UNIT FAILED WHEN THE CUTPUT READ 3D PERCENT LOW. THE PAILURE IS ATTRIBUTED TO BOUND ON TUBE LEARAGE DUE TO IMPROPER PLUXIMG OF THE SRAZED ENDCAP.

GENERAL DYMANICE CONVAIR DIVIDION

18 10% 1988

CONATA DIVIDIS

9961 HOT 81	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'AS	RBORNE			,
STATEM SUS-STATEM	TEST/REPORT NUMBERS FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI DATE DIF TIME DIF OTH	BITE PRI	VENDOR MANE VENDOR PART HO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC- ERS	78 A-09-R4-4858-F Tramsduc Events Bishal Abbendly	FAX 87-18874-608	640320 FAC	FACTORY TES	7£8 60/5 NO	
FAILURG MODE-ELECTRICAL SHORT, THE CIRCUITING OF TRANSFORMER T-1 LEAD	FAILURE MODE-ELECTRICAL SHORT, THE UMITS OUTPUT COULD MOT SE ADJUSTED TO THE RESUIRED ZERO VOLTAGE, CAUSED SY SHORT Circuiting of Transformer T-1, Lead 7 to resistor R-18 at Ternination 31 Board 1.	ADJUSTED TO THE RE	SUINED ZERO	POL TAGE.	CAUSED BY SHORT	
CORRECTIVE ACTION-RAR A-	ON-RAR A-99-24-6313 REGUESTING IMPROVED PACKAGING AND CLOSER INSPECTION.	GING AND CLOSER INS	PECTION.			4
IMBTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FROSC-1450.# Transduc Pressure Transducer	UTF-PAT 69-01005-39	940380 6076		YES GOURNS NO EGGYSTETOT	• 1111
FAILURE MODE-OUT OF SPECIFICATION, DURING THE OF FULL SCALE OUTPUT, ALLOHABLE TOLERANCE 18 3 ANALYSIS SY THE VENDOR INDICATE) THAT THE OUT ENT.	FAILURE MODE-OUT OF SPECIFICATION, DURING THE RESOLUTION TEDT, SELT PERCENT OF THE SSI STEPS EXCEEDED D.ES PERCENT MF FULL SCALE OUTPUT, ALLOMABLE TOLERANCE 18 3 PERCENT OF THE TOTAL STEPS EXCEEDING D.ES PERCENT RESOLUTION, FAILURE ANALYSIS BY THE VENDOR INDICATE) THAT THE OUT OF TOLERANCE COMDITION WAS CAUSED BY THE INSTALLATION OF A WRONG ELEM	RESOLUTION TEBT, SE.T PERCENT OF THE PEACENT OF THE TOTAL STEPS EXCEEDING OF TOLERANCE CONDITION WAS CAUSED BY	THE SOL STEP	EXCEEDED	391 STEPS EXCEEDED D.ES PERCENT D.ES PERCENT RESOLUTION, FAILURE THE INSTALLATION OF A WRONG ELEM	
CORRECTIVE ACTION-REVIEW ARE UNLIKELY, SEE VCAR N	COBRECTIVE ACTION-REVIEW OF THE VENDOSS RECORDS ON OTHER UNITS INDICATES THAT FURTHER DISCREPANCIES OF THIS FAILURE Are unlikely, see year reti-s4 and carr F-4194 SC-1.	TS INDICATED THAT F	URTHER DIBCR	PANCIES O	JE THIS FAILURE	
INSTRUMENTATION-A/B TRESC-2178.1 TELEMETRY SET AND TRANSDUC TEMPERATURE TRANSDUCER CRS	Trace-2178.1 Temerature Transducer	UTP-BLT 7-01649-1	44032U FAC	FACTORY NO	ROSENGIANT 134AC	8 4 4 8
FAILUKE MODE-OUT OF TOLES MIERE 434.8 OHHS ARE EXPEC BRATION HACCURACY.	FAILUKE MODE-OUT OF TOLERANCE, DURING ACCELERATION TEST (BLT), UNIT SHOWED 434.8 OHUS RESISTANCE AT -320 DEGREES F Riere 434.8 ohus are expected, pailure not confined the pailure was found to have resulted from test equipment cali Ration inaccuracy,), UNIT SHOWED 434. URE WAS FOUND TO HA	S OHES RESIST	ROM TEST	SEG DEGREES F COUPMENT CALL	
CORRECTIVE ACTION-MONE RE	REQUIRED.					
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSCUC E-B	FRANSOUC PATION BY TRANSOUCER	FAR 7-01780-8	AC-3 KTR 640320	¥63 HO	VES SERVOMICS NO N-PS	

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION SYSTEM-	I RBORNE	ļ.		r
8781EN 808-8781EH	FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE BATE DIF	SITE P	PRE VENDOR NAME OTH VENDOR PART NO	·
CORRECTIVE ACTION-THE BOU	BOURDON TUBE DESIGN WAS MODIFIED AFTER	THE ASSEMBLY	DATE TO REQUIRE A WELDED CAP.	E A WELDED	CAP.	****
INSTRUMENTATION-A/B FAR-A-A9-E4-4623-F TELEMETRY BET AND TRAMBDUC PRESSURE TRANSUUCER ERS	FAR-A-A0-84-4623-F Pressure Transducer	FAR 87-01848-7	147F 640320	FACTORY R	NO BOURNS NO 42011-0-100-75	11000
FAILURE WODE-OUT OF TOLERANCE, BURING OM, EXAMINATION REVEALED NO FAULT, BUT	MIBBILE CHECKOUT, IT MAB DETERMINED	THE TRANSDUCER OUTPUT WAS REPORTED TO BE OUT OF THAT GAGE PRESSURE HAD BEEN APPLIED INSTEAD OF	WAS REPORT BEEN APPL	ED TO BE O	UT OF SPECIFICATI D OF ABSOLUTE.	
CORRECTIVE ACTION-THE FAILURE	MAS NOT CONFIRMED. PERSONNEL	WERE CAUTIONED TO APPLY THE CORRECT INPUT.	IPPLY THE C	ORRECT INF		
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	INSTRUMENTATION-A/S A-AS-R4-4401-F TELEMETRY SET AND TRANSDUC PRESSURE 'RANSDUCER-ELECTRICAL CON 27-01243-9 Erb	FAR 27-01243-9	94 03 8 0	FACTORY Y	YES BOURNS NO 42611-0-150-75	15.00
FAILURE WODE-OUT OF TOLERANCE, OUTPUT OF TH THE BOLDER BOND OF THE ELECTRICAL CONNECTOR, ED TO THE RIVET BEAL OF THE TRANSOUCER CASE,	FAILURE WODE-OUT OF TOLERANCE, OUTPUT OF THE TRANSDUCER WAS REPORTED TO BE LOW. THE FAILURE WAS CAUSED BY PORES IN THE SOLDER BOND OF THE ELECTRICAL COMMECTOR, PREVIOUS ANALYSES HAVE SHOWN THAT THE PORES WERE A RESULT OF HEAT APPLI ED TO THE RIVET SEAL OF THE TRANSDUCER CASE,	REPORTED TO BE LOW ES HAVE SHOWN THAT	1. THE FAIL THE PORES	URE WAS CA Were a res	USED BY PORES IN ULT OF HEAT APPLE	
CORRECTIVE ACTION-EFFECTIVE RG OCTOBER 1983 IS REFLACING THE RIVET SEAL ON THESE PRESSURE E SEAL, THIS IS BEING DONE BECAUSE HEATING OF TO CASE SOLDER JOINT.		HE VENDOR STATED THAT HE WOULD TAKE THE FOLLO TRANSDUCERS TO REDUCE HEATING THE SOLDER AND THE RIVET SEAL PRODUCES A DEFECTIVE JOINT IN	KE THE FOL SOLDER AN	LOWING ACTION. A D TO PROVIDE A MO N THE ELECTRICAL	ION. A BALL SEAL DE A MORE RELIABL TRICAL CONNECTOR	
INSTRUMENTATION-A/B 69-17 TELEMETRY SET AND TRANSDUC TRANS ERS.	69-1795-1 TRANSDUCER	UTP-PRT 27-01552-13	640320	× 2/05	YES WIANCKO NO PZ-4106-13	890263
FAILURE MODE - OUT OF TOLERANG T EXCEEDED THE ALLOWABLE TOLERA ENTATIOM ERROR IS PLUS OR MINUS	E. DURING POST PROOF MCE OF PLUS OR MINUS G.ES PERCENT FEG. 6/	CYCLE OF Y-AXIS TEMPERATURE - VIBRATION TEST, THE SPECIMEN OUTPU 1.0 PERCENT F80. THE MAXIMUM ERROR NAS 1.28 PERCENT F80. INSTRUM 'N 8110114.	H ERROR HA	OH TEBT, T S 1.ES PER	HE SPECIMEN OUTPU CENT FSO. INSTRUM	
CORRECTIVE ACTION - NOME. NO OTHER OUT OF		TOLERANCE COMDITIONS OCCURRED DURING THE REMAINDER OF THE FRT TESTS.	. THE REHAI	NDER OF TH	E PAT TESTS.	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	FRESC-RIGG.E PRESSURE TRANSDUCER	UTP-FRT 69-01004-R3	640819	FACTORY: #	NO BOURNS NO EDESEDSOS	-
FAILURE MODE-OUT OF TOLERANCE. NE TESTS MERE PERIODIC RE-EVALU.	FAILURE MODE-OUT OF TOLERANCE, OM FOUR BEPERATE TESTS; AN ERNOR WAS REPORTED TO BE GREATER THAN ALLOWED. Ne tests were periodic re-evaluation tests and one has a stress limit test; all four tests were combucted	rior was reported t Ess Limit Test. All	O BE GREAT	ER THAN AL 8 MERE CON	LOWED. THREE OF T DUCTED ON ONE TRA	
					PAGE D179	

SENERAL DYNAMICS CONVAIR DEVESTOR

*** ***

CIPPICULTIES REVIEW-INSTRUMENTATION STSTEM-AIRBORNE

REAL SAN SAN	TESTABLES NUMBER DIF DATA BOURC FAILES COFTONEN NAME FART NUMBER	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
NADUCER. COMMECTIVE ACTION-MOME. 8	SDUCER. COMBECTIVE ACTION-WOME. SUESTIONABLE TEST ESUIPMENT, SETUP AND TECHNISUE ARE INDICATED INSTEAD OF PRODUCT FAILURE.	AND TECHNISUE ARE IN	DICATED 1	NBTEAD OF	PRODUCT FAILURE.	•
INSTITUMENTATION-A/B BLY-99-84-4548-C TELL:ETRY SET AND TRANSDUC COMMUTATOR; MOTOR	BLY-99-E4-4546-C COMMUTATOR, MOTOR	FAR	640316	FACTORY	YES BENDIK NO 100848548	***
FAILURE MODE-OUT OF TOLER	FAILURE MODE-GUT OF TOLERANCE. GEAR MOTOR WAS RUNVING FAST.					
CURRECTIVE ACTION-HOME. F	CHARECTIVE ACTION-WOME, FAILURE ANALYBIS WAS WAIVED BY BLV RELIABILITY CONTROL.	RELIABILITY CONTROL.				1
INSTRUMENTATION-A/B TEL:METRY SET AND TRANSOUCERS	BLV-89-R4-4373-F UETLCTOR POTENTIOMETER	FAR 09-11110-1	7108	FACTORY	YES SP"CTROL	***************************************
FAILURE MODE-ELECTRICAL OPEN, THE FREGUENCY DEFE MINUS G.DZS VOLTS DC. THE FAILURE WAS CAUSED BY ARENT SURCES, MAEN THE EDUIPHENT IS TURNED ON, BU ENTIONETER WAS A SPECTROL MODEL-EG, 86-75:183-011.	FAILUME MOCE-ELECTRICAL OPEN, THE PRESUENCY DEFECTOR OUTPUT WAS 8.487 VOLTS DC. THE RESULRED OUTPUT IS 8.50 PLUS ON MINUS 0.025 VOLTS DC. THE FAILURE MAS CAUSED BY POTENTIONETER R-6 BEING BURNED OPEN BY EXCESSIVE CURRENT, NORMAL CURRENT SURGES, WHEN THE EDUTOMETERS OUT IN A LARGE NUMBER OF INSTANCES. THE POTENTIONETER WAS A SPECIROL MOCEL-GU, 86-75:163-011.	WAS R.46T VOLTS DG.	OFEN BY E	TRED OUTP	UT 18 M.SO PLUS OF CURRENT, NORMAL C. INSTANCES, THE POL	ydd o flwyddiol y gaell y glyn y gael y glyn y
CORRECTIVE ACTION-SPECTED L MODEL-60: 100-X1LO HM MA 18T IN MARCA 1864.	COMRECTIVE ACTIOM-SPECTFOL FOUND A FAULTY FIXTURE CAUSED RESISTANCE WIRE DREAKS. THE FIXTURE WAS CORRECTED. SPECTRO L model-60: 100-51Lo hm was declared inactive for mew design on 15 feb. 1963: And Removed From the preferred paats l 181 im marca 1964.	SISTANCE WIRE DREAK! ON 15 PEB. 1965: AN	I. THE FIX ID REMOVED	FROM THE	CORRECTED, SPECTAC PREFERRED PARTS 1	
INSTRUMENTATION-5/8 A-89-24-4537-F TELEMETRY SET AND THANSOUG PRESSURE TRANSHUGER EAS	A-89-E4-4537-F PAESBURE (RAMBIUCER	FAR 7-01725-11	440317	FACTORY	YES BOURNS NO 42013-0-50-752	* 75 55
FAILURE MODE-OUT OF SPECT FAILURE COMFIRMED, CAUSED 6E 18 0-50 PSAs. THE SYRIN	FAILURE MODE-OUT OF SPECIFICATION. STATIC ERROR BAND MAS PLUS 3.0 PCT WHEN PLUS OR MINUS 3.0 PERCENT WAS REGUIRED. Failure compiamed. Caused by perasure subees induced unlie cleaning the transducer after calibration. Transducer ran 66. Is 0-50 paia. The syring type cleaners used are capable of producing pressure surfes of up to roo psia.	US 3.0 PCT WHEN PLUN EANIMS THE TRANSOUR PRODUCING PRESSURE	CR MINUS	1.0 PERC	PERCENT WAS REGULAGO. Ration. Transoucer Rai To Ron Plia.	
COMMECTIVE ACTION-60/C RE SIMILAM ACTION AND INSTIT	COMBECTIVE ACTION-60/C REVISED HPS 03.2. TO SPECIFY CAUTION AGAINST OVERPRESSURIEATION DURING CLEANING. BOURNS TOOK Similar action and instituted a Calibration Check After Cleaning.	AGAIMBT OVERPRESBUR MING.	IITATION D	URING CLE	AMINE, BOURNS TOO!	

PACE 0180

SEMERAL D. MICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION STREET AIRBORNE

87.8.EM 8.W 87.8.EM	TEST/REPORT HUNBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUMBER	VEHICLE SITE	PRI VENDOR NAME OTH VENDOR PART NO	
IMSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	BLY-88-84-4888-P RANSOUC REGULATOR ASSEMBLY TRANSISTOR	FAR 40-11557-1	440317 FACTORY	VE&	5
FAILURE MODE-OUT OF TOLES IN THE REGULATOR CIRCUIT,	OF TOLERANCE DUE TO A LOW CUTPUT VOLTAGE, FAILUME ANALYBIB FOUND A FAULTY 6-5 TRANCISTOR (RN656) RCUIT,	FAILUME AMALYBIB FO	JND A FAULTY 6-5	TRANCISTOR (ENSSE)	••
CORRECTIVE ACTIOM-PREPOT	CORRECTIVE ACTIOM-PREPOTTING ELECTRICAL TEST SPECIFIED.				
INSTRUMENTATION-A/B TELEMETRY BET AND THANBOUC ERB	A-88-84-4787-F TBATBBITTER	TAR	640317 FACTORY	YES SENDIX PACIFIC NO	***************************************
FAILURE MOG-ERRATIC OPERATION. MCV JUMPED TO RAGISE MEGACYCLES.	FAILURE MOG-ERRATIC CPERATIOM. THE INITIAL PREBURNCY WAS RIG. & MEGACYCLED; AFTER S MINUTES OF OPERATION THE FREBUE Ky jumped to 240.18e megacycles.	RBS.8 MESACYCLES: AP	TER B MINUTES OF	PERATION THE FRES	N
COPPECTIVE ACTION-NOME, 1	THE FAILURE WAS NOT COMPTRMED.				
INSTRUCENTATION-A/B TCLEMETRY SET AND TRANSCINC ERS	FR-60C-2035.1 TRANSCIC PREESURE TRANSCINCER	UTF-SLT #9-0100%-30	640317 FACTORY	YES BOURNS NO EGGYSTATOR	7 A A O S S S S S S S S S S S S S S S S S
FAILURE MODE-OUT OF TOLES T THREE FREQUENCIES, SJM 1	TOLELANCE. DURING BLT Z" AXIB VIBRATION-TEMPERATURE TEST; THE TRANSDUCER WAS OUT OF TOLERANCE 8/m disotia.	N-TEMPERATURE TEST:	INE TRANSDUCER WAI	LOUT OF TOLERANCE	<
CORRECTIVE ACTION-WOME, 1	1-WOME, THE FAILURE OCCURRED AFTER THE TRANSDUCER WAS BUBLECTED TO TESTIMS BEYOND THE DESIGN LEVEL.	NADUCER WAS SUBJECTE	TO TEATING BETON	NO THE DESIGN LEVE	
INSTRUMENTATION-A/B TELEMETRY SET AND TRAMSOUC ERS	A-92-21-4367-F ACCELEROMETER TRANSDUCEL	FAR 7-01418-5	640317 FACTONY	VES BORG-MARNER NO 87478	***************************************
FAILURE MODE-CONTAMINATIC 1.23 VOLTS AC RMS. THE FA BE BOLDER UBED FOR BEALIM	AMINATION. THE UNIT FAILED WHEN THE OUTFUT WAS SLAS VOLTS AC RMS. THE SPECIFICATION ALLOWS SLOS TO TO THE FAILURE MAS CAUSED BY RUST CONTAMINATION IN THE SENSING HEAD. BUST RESULTED FROM THE ACID-BA: SEALING THE SENSING HEAD.	T MAS 5.45 VOLTS AC . ATION IN VME BENSING	HAS. THE SPECIFICA HEAD. RUST RESUL:	ITION ALLONS 3.03 TO IEO FROM EME ACID-BA	0 <
CORRECTIVE ACTION-THE VEN	VENDOR CHANGED FROM ACID-BARK BOLDER TO ROSIN-BARE SOLDER ON 18 OCTOBER 1962. 6DC 1NITIATED From use all accelerometer transducers (P/N 7-01415-8) made before october 1962.	TO ROBIN-BABE SOLDER ON 19 OCTOBER 1962. 6D RS (P/N 7-61415-8) MADE BEFONE OCTOBER 1962.	ON 18 OCTOBER 11	162. 6DC 1N1TIATED 1 1962.	• 1
				PACE 0181	—

SENERAL DYNAMICS CONVAIR DIVISION

18 JUN 1166

**** ***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME	UMENTATION SYSTEM'A	RECRIME					
8787E 808-8787E	TESTAKFORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	#17E	PRI VENDOR NAME OTH VENDOR PART NO	¥ -		
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	LV-88-R4-4328-F RELAT 488EWBLY	FAR 87-11878-1	1460	PACTORY	7£3 NO			
FAILURE WOOK-ELECTRICAL BI MTACT BY POTTING.	RICAL BHORT CIRCUIT OF PINB C AND D. WIRE COMMECTORS OF PINB C AND D WERE FORCED TO ELECTRICAL CO	CONNECTORS OF PINS	C AND D W	ERIE FORCE	TO KLECTRICA	9		
CORRECTIVE ACTION-RAR LV-	CORRECTIVE ACTION-RAR LY-29-E4-4266 REGUESTING INPROVED POTTING TECHNIGUES TO PREVENT RECURRENCE.	TING TECHNIAUES TO	PAEVENT AE	CURRENCE.				
INSTRUMENTATION-A/B FELEMETRY SET AND TRANSDUC I	SLBOW BRACKET-TRANSDUCER	FAR 68-51606-1	7110	FACTORY	7E8 60/C		****	
FAILURE MODE-CONTANINATION PBP:	FAILURE MODE-COMTANINATION UNIT FAILED DUE TO A CLOSSED AIR PASSAGE CAUSED BY AN EXCESS OF BRAZING MATERIAL MEAS AS	PASSAGE CAURED BY	AN EXCESS.	OF BRAZIN	, MATERIAL NEA	3		
CORRECTIVE ACTION EXISTEN	EXIBTING BYCCK RE-INDPECTED. SUBPECTION PROCEDURES CHANSE TO REGULAR INSPECTION AFTER MELDING.	ROCEBURES CHAMSE TO	REGUIRE 1	NBFECTION	AFTER WELDSHG			
INSTRUMENTATION-A/B TELEMETRY SET AND TRAMBOUC ERS	F (AB426/F2-4CO-03-263) T.M. CAMISTER	COMPOSITE-& FACT	440318	F TR-18	VES RESED		***************************************	
FAILURE MODE-ERRATIC OPERI MG THE TEST.	OPERATION. BHORT DUMATION DECREASES IN AFT CHANN'L 14 INFORMATION PRESUENCY BAND OCCURRED DURI	AFS CHANN'L SA INFO	MHATION F	REBUENCY	AND OCCURRED	1 W 50		
SYSTEM EFFECT-ERRATIC OPERATION.	ATION.				,			
VENICLE EFFECT-NONE, CORRECTIVE ACTION-UHEHOUN,								
NETRUMENTATION-A/S PELEMETAT BET AND TRANSDUC D.A.	PAT-TP-69F-2167-1 DIFFERENTIAL PRESSURE TRANSDUCER	UTP-PAT BY-01888-81	#1607F	FACTORY	YES MIANCRO		• 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
FAILURE MODE-ELECTRICAL SHOWT. FAILURE MAS CAUSED BY MO.E LEAD	FAILURE MODE-ELECTRICAL SHORF, DURING INITIAL PROOF CYCLE, UNIT B/M BIRDING BHOMED GENERAL ERROR OF -6.00 PERCENT. Milure has caused by Mo.z Lead From Pickup interpering with armature pads.	MIT 8/H BIROIDG BH ARMATURE PADS.	MEO GENERA	IL ERROR (4 -6.86 PERCE	÷		
CORRECTIVE ACTION-6D/C AND NO. YENDOR TIGHTENED BC INSP	AND VENDOR CONDUCTED FAILURE REVIEW. ADDITIONAL UNITS MERE EXAMINED BUT NO RISCREPANCIES FOU Inspection of lead installation.	ADDITIONAL UNITO M	IRE EXAMIN	ON TUB 01	GABCREPANCIES	nc.		
ла дала интерна, органдурация результательного пределения реденера организация выполняться выполняться выполняться в			tion between contrasts		PASE 0168	9910		

9941 NOT 91

DIPFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORM

87876M 8US-875M	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI VENDOR NAMEDATE DIP THE BIP OTH VENDOR PART	HAME ART HO
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC DETE	LV-88-84-4686-F C DETECTOR-REACTOR	FAR 66-01018-1	640311 FACTORY YES 6D/C	
FAILURE WOOK-ELECTRICAL OFEN ILAR REACTOR FAILURES ANE REPO	OPEN CIRCUIT FROM BROKEN COIL WIRE E REPORTED.	ATTRIBUTED TO POOR	CIRCUIT FROM BROKEN COIL WIRE ATTRIBUTED TO POOR BUALITY ASSEMBLY WORKHANSHIP. THO SIN RIED.	# #
CORRECTIVE ACTION-RAR A-B9-E4 RE REGUESTED TO USE GREATER CA	-8291 DOCUMENTS THE AC	action, cognitant personnel w of this part, design changes w	WERE ALERTED OF THE MALPRACTICE AND WE WERE REQUESTED.	¥
IMBTRUMENTATION-A/B A-99 TELEMETRY BET AND TRANSDUC REACERS	A-99-24-4818-F C PEACTOR	FAR 69-01018-1	640311 FACTORY YES 60/C	693127
FAILURE MODE-ELECTRICAL SHORT	. •	THE REACTORS TERNIN	ZERO REBIBTANCE MEABUTED AT THE REACTORB TERMINALS CAUSED BY MALFOSITIOMED COIL.	
CORRECTIVE ACTION-RAR A-99-24		IGN CHANGES WHICH CR	-8291 DOCUMENTS REQUESTED DESIGN CHANGES WHICH CREATE INFROYED COIL ASSEMBLY TECHNIQUE	90e1
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC ERS	LY-99-24-4532-F C COMMUTATOR	FAR 27-01387-5	640311 FACTORY YES FIFTH DIMENSIO NO M RESC-125	NSTO 802534
FAILURE MODE-ELECTRICAL OPEN.	OPEM, EXCESSIVE MOISE SPIRING CAUSED BY THE DIFFERENTIAL AMPLIFIER IMPUT OPEH	ED BY THE DIFFERENTI	NE AMPLIFIER IMPUT OPEN CIRCUIT.	·····
CORRECTIVE ACTION-BAR BLV-89- TIVE PEDESTAL REGMENTS OF THE	LV-99-24-8226 RECOMMENDING MODIFICATION OF TELEPACKS TO INCLUDE FTHE COMMUTATOR SINGS USED FOR DIFFERENTIAL AMPLIFIER IMPUT.	TION OF TELEPACKS TO PERENTIAL AMPLIPTER	INCLUDE JUMPER WIRE BETWEEN THE NEGA	NE C A
INSTRUMENTATION-A/B A-99-E4-4579-F TELEMETRY SET AND TRANSDUC COMMUTATOR-WOTOR ERS	A-98-24-4519-F COMMUTATOR-NOTOR	FAR 88-0111-81	640310 FACTORY YES FIFTH DIMENSION NO. N. N. MAXD-261	0167
FAILURE MODE-STRUCTURAL, UNIT		NIT SPEED. FAILURE W	WAS REJECTED FOR EXCESSIVE UNIT SPEED. FAILURE WAS CONTIRMED AS CAUSED BY RANDOM CHAN Causing Changes in drive motor speed.	N N
CORRECTIVE ACTION-NOME, RECOM	MENDED	REDESIGN AND PRODUC	CORRECTIVE ACTIONS FOR REDESIGN AND PRODUCTION RUN-IN WERE DISAPPROVED.	
			PAGE	PAGE G103

A NO	
SVIV.	
'STEH	
₹ 8	
ENTAT	
382	
¥-13	
RE VII	
1168	
FFICE	
ē	

BYATEN BUS-ATEN	TESTARFORT NUMBER FAILED COMPONENT NAME	GIF DATA BOURCE VEHICL		BITE PRI	VENDOR NAME	
INSTRUMENTATION-A/S SLV-98-24-4544-F TELEMETRY SET AND TRANSDUC DETECTOR FOTENTIONETER ERS	BLV-88-E4-4844-F C DETECTOR FOTENTIONETER	FAR 00-11150-1			SPECTROL	200
FAILURE MODE-OUT OF TOLE	FAILUME WODE-OUT OF TOLERANCE, POORLY BOLDERED POTENTIOMETER REBISTANCE ELEMENT LEAD WIRE JUNCTION.	R RESISTANCE ELEMEN	T LEAD WIRE JU	NC 7.10M.		
CORRECTIVE ACTION-RAR SL.	CORRECTIVE ACTION-RAR SLV-09-E4-8ES1 RECOMMENDING SURVEY REPLACEMENT OF STRUCENTATION-A/A	PLACEMENT OF THE SPI	THE SPECTROL MODEL 60 POTENTIONETERS.	0 POTENT	IONETERS.	
TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER	A TREBUCKE TRANSCUCER	FAR 27-01245-9	136F FACTORY 640310	ORV YES	COLVIN 401-A-18-73	99000
FAILURE MODE-STRUCTURAL, THE UNIT FAILED EREAS TEM PERCENT IS EXPECTED, FAILURE OF AIM THE VACUUM SEAL, THE VENDOR SELIEVES	FAILURE MODE-STRUCTURAL. THE UNIT FAILED WHEN THE TELEMETRY OUTPUT INDICATED ZERO PERCENT INFORMATION EREAS TEM PERCENT IS EXPECTED. FAILURE OF THE TRANSDUCER WAS CAUSED BY INSUFFICIENT SOLDER ON THE CASE AIM THE VACUUM SEAL. THE VENDOR BELIEVES THAT THE UNIT WAS DISTORTED OR MISHANDLED AFTER SHIPFING.	WHEN THE TELEMETRY OUTPUT INDICATED ZERO PERCENT INFORMATION THE TRANSDUCER WAS CAUSED BY INSUFFICIENT SOLDER ON THE CASE. HAT THE UNIT WAS DISTORTED OR MISHANDLED AFTER SHIPPING.	ENO PERCENT IN IENT SOLDER ON LED AFTER SHIP	FORMATION THE CASS	4 BANDWIDTH, WH F WELD TO MAINT	
CORRECTIVE ACTION-NONE.						
INSTRUCENTATION-A/B TELEMETAT SET AND TRANSDUC ERS	59-2161 : AMGULAR DISPLACEMENT TRANSDUCER	UTF-PAT 69-01003-1	640310 60/C	YES	BERVONICINST.1 NC. 5041-0101	900169
FAILURE MODE - OUT OF TOLERANCE, 10960.	M.ERANCE, DIMENSION C NEASURED 3.08 INCHES.	NCHES. ALLOWABLE LI	MITS ARE 2.97	TO 5.03	ALLOWABLE LIMITS ARE 2.87 TO 3.03 INCHES. S/N 31	
CORRECTIVE ACTION - NOME.	WEW UNIT FLACED	IN TEST PRIOR TO COMPLETION OF DIMENSIONAL INVESTIGATION.	HOHAL INVESTI	GATION.		
IMSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FRESAZITS.1 DATED 1 MAY 1984 CRYSTAL RECTIFIER CIRCUIT BOLAD	UTP-PRT 87-13827-3	640309 60/C	YES	5709	00986
FAILURE MODE-STRUCTURAL, OUT PROGRESS. MO CALIGRATION OUTPU AS CAUSED BY POOR INSTALLATION ER MODULE,	FAILURE MODE-STRUCTUBAL. OUT OF TOLERANCE WHEN TEST SPECINEM WAS AT 16G DEG F. Z-AXIS RANDOM-SINE 1D GRMS SWE PROGRESS. MO CALISRATION OUTPUT WAS GSTAINED ON CHANNELS S. S. T. S. S. AND 1D WITH 27.5 YOC APPLIED TO J1-N. AS CAUSED SY POOR INSTALLATION OF COMFORMAL COATING THAT ALLOWED A CAPACITOR TO BREAK LOOSE FRUM THE CRYSTAL R	IMAS AT 16G DEG F. F. F. B. S. AND 1G N MED A CAPACITOR TO	Z-axib random IITH 27.5 YDC BREAK LOOSE F	-SINE 1D AFFLED RCH THE	IT 16G DEG F. Z-AXIB RANDOM-SINE 1D GRMS SWEEP IN 1: 9: AND 1D MITH 27.5 YDC APPLED TO 13-W. THIS W CAPACITOR TO BREAK LOOSE FRUM THE CRYSTAL RECTIFE	
CORRECTIVE ACTION-DEPARTMENT ATION OF CONFORMAL COATING, R	IVE ACTION-DEPARTMENT 148-8, 60/A INSPECTION, HAB ALLERTED THE LINE INSPECTORS TO ENFORCE THE MPS FOR CONFORMAL COATING, REF. FR-654-2-169 SUPPLEMENT A.	ERTED THE LINE INSP	ECTORB TO ENF	PRCE THE	HPS FOR APPLIC	
					PAGE 0184	4

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

ATSTEN BUB-STSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE PRI	PRI VENDO	VENDOR NAME	
INSTRUMENTATION-ACE TELEMETAT BET AND TRANSDUC ERS	A-99-24-4864-F RADIO FREGUENCY AMPLIFIER	FAR RT-Giels-9		FACTORY	YES BENGIX NO 1877064-4A	4-4	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-OUT OF TOLERANCE. TI COMBTANT SEVEN MATTS IS REGUIRED.	FAILURE MODE-OUT OF TOLERANCE. THE AMPLIFIERS RF OUTPUT REPORTEDLY FLUCTUATED BETWEEN ZERO AND BEVEN WATTS WHERE A Omstant beven watts is resulred.	ORTEDLY FLUCTUATED S	ETWEEN ZEI	TO AND BE	VEN WATTE	WHERE A	
CORRECTIVE ACTION-MONE, FAILURE NOT CONFIRMED.	AILURE HOT CONFIRMED.						
INSTRUMENTATION-A/B FR-69ARIT6.1 TELEMETAT SET AND TRANSDUC CONVERTER-CIRCUIT ERS	FR-69AE176.1 CONVERTER-CIRCULT	011-121 08-11810-1	640309	3/09	VES 60/C NO 55-13538-5	130-5	0 2 0 5 0
FAILURE WODE-OUT OF TOLER, TION OUTPUT ON CHANNELS S. G APPLIED TO SUPPORT ONE C.	FAILURE WODE-OUT OF TOLERANCE. TEST SPECIMEN AT 180 DEG F. Z-AXIS RANDOM-SINE 10 GRMS SWEEP IN PROGRESS. NO CALISRA Tion output on channels S. G. T. G. D. AND 10 WITH 27.5 VDC APPLIED TO J 1-N. THIS WAS CAUSED BY NO CONFORMAL COATIN G APPLIED TO SUPPORT ONE CAPACITOR (R4) AND ONE RESISTOR (R6) THAT SROKE LOOSE ON FRESUENCY TO DC CONVERTER.	F-AXIS RANDOM-SINE S APPLIED TO J 1-N. TH THAT SROKE LOOSE O	O GRMS SIM IS WAS CAV M FREGUENC	EEF IN PR JAED BY N	OGRESS. NO O CONFORMA CONYERTER.	CALIBRA	
CORRECTIVE ACTION-DEPARTME ATION OF COMFORMAL COATING.	CORRECTIVE ACTIOM-DEPARTMENT 143-3, GD/A INSPECTION, MAS ALLERTED THE LINE INSPECTORS TO ENFORCE THE MPS FOR APPLIC TION OF COMFORMAL COATING, REF. FR-634-2-169 SUPPLEMENT A.	ERTED THE LINE INSP	ECTORB TO	ENFORCE	THE NPS FO	A APPLIC	
INSTRUMENTATION-A/B FR-69A2176.1 TELEMETRY SET AND TRANSDUC CALIBRATOR CAPACITOR ERS	FR-69A2176.1 CALIBRATOR CAPACITOR	UTP-FRT ET-12201-1	640309	3/0 9	YES 60/C		691763
FAILURE MODE-STRUCTURAL, The MO CALISHATION OUTPUT MAS EVEALED BROKEN LEADS ON CAPA	FAILUJE MODE-BIRUCTURAL. THE TEST SPECINEN WAS AT 16D DEGREES F. Z-AXIS RANDOM/SINE 1D GIRNS) SWEEP WAS IN PROCRESS NO CALISRATION OUTPUT WAS OGSERVED ON CHANNELS 3: 6: 7: 8: 8 AND 1D WITH 27.5 VDC APPLIED TO J1-W. INVESTIGATION R VEALED SROKEM LEADS ON CAPACITORS C-1 AND C-3 CAUSED BY INPROPER APPLICATION OF CONFORMAL COATING.	3 F. Z-AXIS RANDOM/ 9 AND 10 WITH 27.5 HOPER APPLICATION OF	SINE 10 6. VDC APPLIE CONFORMAL	IRM8) SWEE ID TO 45-M	EP MAS IN M. INVESTI	PROCRESS CATION R	
CORRECTIVE ACTION-6D/C INSPECTION OATING, REF. FR-654-2-169 DUPP A.	CORRECTIVE ACTIOM-60/C INSPECTION HAS ALERTED THE LINZ INSPECTORS TO ENFORCE THE MPS FOR APPLICATION OF CONFORMAL ATING. REF. FR-854-2-169 BUPP A.	CTORS TO ENFORCE TH	E MPS FOR	APPLICAT	10H OF CON	FORMAL C	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC PR ERS	FRESCURE TRANSOUCER	UTF-PRT 69-01003-18	640308	3/0 9	YES BOURNS NO 2004206304	6304	
FAILURE MODE-ERRATIC OPERATION, EXCESSIVE BFIKING 3-12-44/. SPIKING WAS ALSO EXCESSIVE ON SUBSEQUENT ANT AND COMPASISON MITH PRESHIPHENT RECORDS SHOWED AUSE OF FAILURE MAY HAVE BEEN DUE TO TEST EBUIFHENT	ion. Excessive Briking XCESSIVE ON SUBSECUENT HIPHENT RECORDS SHOWED M DUC TO TRET EQUIPMENT	DURING RANDOM/SINE VISRATION IN X, Y AND Z AXIS /Y AND Z AXIS ON SINE ONLY VISRATION TEST. FAILURE MAS NOT CONFIRMED AT VENDORS PL. NO DETERIORATION. HO PROVABLE EXPLAMATION FOR THIS DISCREPANCY. C	IN X, Y AP LUME WAB P EXPLANATI	D Z AXIS	/ AND Z RMED AT VE HIS DISCRE	AXIB ON NOORB PL	

PAGE DIAS

8787EM 808-878TEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE DATE DIF TI	BITE PRI TIME DIF OTH	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-NOME,						***
IMSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC ERS	INSTRUMENTATION-A/S FAT-TP-68F-1785-1 TELEMETAT SET AND TRANSDUC DIFFERENTIAL PRESSURE TRANSDUCER ERS	UTP-PAT 27-01552-13	646809 FA	FACTORY YES	WIANCKO P2-4106-13	9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
FAILURE MODE-CONTANINATION. O VOC PLUS OR MINUS 1.0 PERC	FAILURE MODE-CONTANINATION. DURING INITIAL PROOF CYCLE, UNIT OUTPUTS WERE ALL BETWEEN 1.569 AND 1.392 VDC MHERE 5.0 O VDC PLUS OR MINUS 1.0 PERCENT F.S.V. MAS EXPECTED. FAILURE CAUSED BY CONTAMINATION IN SENSING MEAD. (8/M 3110137).	T OUTPUTS WERE ALL CAUSED BY CONTANIS	BETWEEN 1.36 IATION IN BEN	9 AND 1.36 BING HEAD	2 VDC :MERE 5.0 (8/M 8110137).	
CORRECTIVE ACTION-60/C AND VI AND VENDOR &C WERE ALERTED TO	CORRECTIVE ACTION-6D/C AND VENDOR INVESTIGATED THE PROBLEM BUT COULD NOT ISOLATE THE BOURCE OF CONTANINATION.	BUT COULD NOT 180L/	ITE THE BOURC	E OF CONT.	MINATION. 6D/C	
INSTRUMENTATION-A/B LV-, TELEMETRY BET AND TRANSOUC HARIERS	LV-A9-24-4503-F HARNESS	FAR 27-11409-5	640308 FA	FACTORY YES	2/09	\$
FAILURE MODE-STRUCTURAL. ELE F THE FLEXIBLE CONDUIT DURING 6 JEGIG. THIS BREAK WAS CAUSEI	FAILURE MODE-STRUCTURAL. ELECTRICAL OPEN CIRCUIT BETWEEN PLUG J3016, PIM A AND PLUG P3P4, PIM T CAUSED F the Flexible combuit during engine ginballing, an additional open circuit had occurred between Pins d 6 J3016, this break was caused by flexing of the markes at the connector and was facilitated by solder	UG JSDIG, PIN A ANG AL OPEN CIRCUIT HAD THE CONNECTOR AND V	PLUC PSP4, OCCURRED BE		CAUSED BY KINKING OF PLU BOLDER WICKING.	
CORRECTIVE ACTION-GENERAL 4-8271.	CORRECTIVE ACTION-GENERAL IMPROVEMENT UPDATING OF MANUFACTURING AND INSPECTION TECHNIQUES DOCUMENTED IN RAR LV-A9-2	RING AND INSPECTION	TECHNIQUES	DOCUMENTER	IN RAR LV-A9-E	
INSTRUMENTATION-A/B LV-/ TELEMETRY BET AND TRANSDUC PREI ERB	LV-A8-24-4513-F PRESSURE TRANSDUCER	FAR 27-01366-29	3500 FA	FACTORY NO	SERVONICS	63063
FAILURE WODE-STRUCTURAL, THE TO THE SYSTEM, THE FAILURE, RE HE DESIGNED LIMIT, RESULTING IS APPARENTLY TIED IN MITH THE	UNIT EXHIBITED OUT OF SELLTING IN A POSITIVE IN PERMANENT DISTORTION I HYDRAULIC TANK, HYDRA	TOLERANCE READINGS AT ZERO PRESSURE INPUT AND ZERO SHIFT, IS ATRIBUTED TO EXPOSURE TO PRESS OF THE BOURDON TUBE. THE TRANSDUCER OVERPRESS ULIC PUMP AND RISE-OFF DISCONNECT STAGING FAIL	PRESSURE INP O EXPOSURE T MANSDUCER OV OMNECT BTAGE	UT AND AT O PRESSURE ERPRESSURE	AT 3000 PSI INPUT HURE IN EXCESS OF T HURIZATION PROBLEM LURES.	
CORRECTIVE ACTION-ATLAS WEAP CHECK BOOSTER AND SUSTAINER PER MATING.	CORRECTIVE ACTION-ATLAS MEAPON SYSTEM DESIGN IS STUDYING THE PROBLEM. ALBO: SURVEY 47-64 WAS RELEASED 4 MAY 1964 TO Check Booster and sustainer tanks for digns of overpressurization; and hydraulic return stating disconnects for pro Er mating.	PROBLEM. ALBO: BU	RVEY 47-64 W IC RETURN ST	AB RELEABI AGING DIB(D 4 MAY 1964 TO ONNECTS FOR PRO	
						4
					PACE OLDA	

GENERAL DYNAMICS CONVAIR DIVISION

18 JUN 1888

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM SIRSORME

BVBTEN BUB-BVBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE DATE DIF	811E	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B FR-89C-8087.1 TELEMETRY SET AND TRANSDUC TEMPERATURE TRANSDUCER ERS	FR-89C-2057.1 C TEMPERATURE TRAMSDUCER	CT*-721 7-01688-8		9/0 9		•
FAILURE MODE-OPEN/ELECTI/. ELI NUM WIRE AT THE COMMECTION POLI	./. ELEMENT & /PINS D-E/ OPENED DURING PRT ON POINT TO THE LEAD WIRE. FAILURE WAS DUE		TION, THE E BUPPORT	BREAK OCC OF THE UP	X-AXIS VIBRATION, THE BREAK OCCURRED IN THE PLATI TO INADEBUATE SUPPORT OF THE UPPER ELEMENT.	
CORRECTIVE ACTION-VENDOR INCORPORATED	R INCORPORATED A DESIGN CHANGE TO PROVIDE SETTER ELEWENT SUPPORT.	OVIDE BETTER ELEMEN	T SUPPORT.	!	recommended to the	
INSTRUMENTATION-A/B TELEMETRY BET AND THANSDUCERS	692161 C POSITION TRAMSDUCER	UTF-8UAL/FFT 69-01008-1	908099	FACTORY	YES SERVONIC NO 5041-0101	990734
FAILURE WODE-CUT OF TOLERANCE.	E. AFTER 20,000 CYCLES OF THE MINUS 2.08 PERCENT INCLUDING	LIFE TEBT, THE OBBERVED ERROR WAS PLUS 1.25 AND MINUS 2.4 Meaburing instrument error.	VED ERROR	WAS PLUB	1.25 AND MINUS 2.4	
CORRECTIVE ACTION-UNKNOWN.						
INSTRUMENTATION-A/B LV-35 TELEMETRY SET AND TRANSDUC BUBC, ERS	LV-39-24-4301-C : BUBCARRIER OSCILLATOR	FAR 7-01488-827	640309	FACTORY	YES BEHDIX NO 1050702-13-K	20 M 10 M
FAILURE MODE-OUT OF TOLERANCE.	CRAMCE. THE SUBCARRIER OSCILLATOR REPORTEDLY FAILED BY INDICATINS A MARROW BANDWIDTH.	PORTEDLY FAILED BY	INDICATINS	A MARROL	J BANDWIDTH.	
CORRECTIVE ACTION-BONE.	FAILURE ANALYSIS MAS MAIVED BY SLV	BLV RELIABILITY CONTROL.				
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC ERS	INSTRUMENTATION-A/B LV-99-24-4534-F TELEMETAY SET AND TRANSDUC BUSCARRIER OSCILLATOR POTENTIOMETE ET-01332-105 ERS	FAR 87-01358-105	640305	FACTORY	YES BENDIX NO 1069093-3-6	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
FAILURE MODE-ELECTRICAL OPEN. TER. BEVEN BINILAR POTEHTIOHETE	OPEN. INBUFFICIENT OBCILLATOR RANGE CAUSED BY OPEN WINDING IN THE OUTPUT VOLTAGE POTENTIONE TOMETER FAILURES ARE REPORTED.	CAUSED BY OFEN WIN	OING IN T	C OUTPUT	VOLTAGE POTENTIONE	
CORRECTIVE ACTION-RAR NZ-AS-E4	-AS-E4-61GS INSTIGATED THE IMPROVED VENDOR GUALITY CONTROL	VENDOR BUALITY CON	8	E FAULTY	THE FAULTY POTENTIOMETER.	
					PACE ON PACE	1.

SEMERAL DYNAMICS CONVAIR BIVISION

**** *** **

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

STATEM BUB-STATEM	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART MUNBER	VEHICLE DATE BIF	81TE TIME 01F	O THE	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	LV-\$8-24-4825-F OSCILLATOR	FAR 88-01174-118	******	FACTORY		VES BENDIK No 1062141-6-6	•
FAILUME MODE-ELECTRICAL SHORT, OUTPUT OF OM BUALITY SOLDERING INTERNITTENTLY SHORT		G.GGI VOLT'AC WAS MEASURED WHEN G.GAS VOLT AC WAS EXPECTED. CAUSED PROM PO Circuiting Obcillator Components.	VOL T AC W	AB EXPECT	3	AUSED PROM PO	
CORRECTIVE ACTION-RAN LW-	AR LV-88-24-8281 REGUESTING VENDOR IMPROVED TECHNIGUES AND INSPECTIOM.	ROVED TECHNIBUES AND	INSPECTION				
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	FRESC-SOLL.L AMGULAR POSITION TRANSDUCER	UTP-8UAL/PPT 87-01618-7	640303	FACTORY	1 Q	SERVONIC SOSS-OLD?	990791
FAILURE MODE-OUT OF TOLES UB 0.73 PERCENÍ AND THE IN	TOLERAKE. THE HEASURED ERROR BAND WAS PLUS D.OT AND MINUS S.O4 PERCENT. ALLOMED IS PLUS OR MIN The instrument error is d.og percent. S/M 3100008.	B PLUS G.CT AND MINUS B/M Sidgor.	1.04 PERC	ENT. ALLO	9	S PLUS OR MIN	
CORRECTIVE ACTION-MONE. P	CORRECTIVE ACTION-MONE, FAILURE MAS NOT CONFIRMED BY STANDARDS LAB.	SARDS LAD.					
INSTRUMENTATION—A/B TELEMETRY SET AND TRANSOUC ERS	FAR-LV-BO-RA-4844F ACCELERCMETER TRANSOUCER	7-01410-8	3500 640303			BORG-WARINER 8747-8	990670
FAILURE MODE-CONTAMIMATIC 8500 IT MAD NO OUTPUT, CON LUX,	MATIOM. THIS IS AM ACCELEROMETER MEASURING MISSILE LONGITUDINAL ACCELERATION. DURING A COMTAHIMATIOM WAS FOUND ON THE VIBRATING WIRE HEAD, THE RESULT OF USING AN ACID CORE	MING MISSILE LOWGITUDINAL ACCELERATION. DURING A NTING WIRE HEAD, THE RESULT OF USING AN ACID CONE	JINAL ACCEI	ERATION.	DUR I	HE A TEST ON COME BOLDER F	
CORRECTIVE ACTION-THE FAI	CORRECTIVE ACTION-THE FAILURE WAS CONFIRMED. THE VENDOR DISCONTINUED THE USE OF ACID CORE SOLDER.	ISCONTINUED THE USE OF	ACIB COR	BOLDER.			
INSTRUMENTATION-A/B LV-A6-E4-4500-P TELEWETRY BET AND TRANSDUC, BUSSING ASSENDEY ERS	LV-AS-E4-4500-F BUBBING ARRENBLY	7AR 68-11201-8	******	FACTORY	\$ Q	3/0+	•
FAILURE MODE-ELECTRICAL OPEN CIRCUIT MENT OF THE BUS ASSEMBLY BECAME LOOSE	FAILURE WODE-ELECTRICAL OPEM CIRCUIT BETWEEN FINS BMALL R AND B. THE ENDS OF TWO WIRES MAKING UP THE RESISTANCE ELE Kemt of the sus assembly secame loose from probable overheating during soldering.	AND 8. THE ENDS OF THE LIBE SOLDERING	NO WIRES IN	3 2 2	THE STATE OF THE S	EDISTANCE ELE	
CORRECTIVE ACTION-ALL COS	CORRECTIVE ACTION-ALL COSMIZANT ASSEMBLY AND IMSPECTION PERSONNEL WERE ALENTED OF THE PAILURE AND CAUTIONED TO USE	RECHNEL WERE ALERTED	OF THE PA	LURE AND	CAUT	TOMES TO USE	

GENERAL DYNAMICS
CONVAIR BIVISION
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME

	A Part Control of the	DIE DATA BOUNCE VEHICL	YEHICLE	9116	1	VENDOR NAME		
81818 BUB- BUB- BY BIEN	FAILED COMPONENT NAME	AT K	DATE DIF	-	V	VENDOR PART NO		
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUCERS	FRESC-1880.2 PRESSURE TRAMSDUCER-SCREW	UTP-PRT 60-01003-19	640303	5/09	76 B	BOURNS BOOTSTETOT	•	
FAILURE MODE-OUT OF TOLERANCE. OF TOLERANCE. THE OUTPUT ERRORS D NIMUS 1.33 PERCENT AT 3150 PS. TER TEMPERATURE TEST ON 3 MARCH VENDOR INDICATED THAT THE OUT OF EN TIGHTENED BUFFICIENTLY DURING	FAILURE MODE-OUT OF TOLERANCE, DURING THE POST MINUS 100 DESREES F TEMPERATURE PROOF CYCLE, THE ERROR SAND MAS OUT OF TOLERANCE, THE OUTFUT ERRORS WERE PLUS 1.00 PERCENT AND MINUS 2.32 PERCENT AT 2100 PSIA, AND PLUS 2.28 PERCENT AND MINUS 1.0 PERCENT. ON THE SPECIAL CONTINUITY PLOT AF TER TEMPERATURE TEST ON S MARCH 1964, THE OUTFUT OF THE UNIT SHOWED 4.5 PERCENT HYSTERESIS, FAILURE MALYSIS SY THE VENOOR INDICATED THAT THE OUT OF TOLERANCE CONDITION WAS CAUSED BY A LOOSE BEARING. THE SEARING SET SCREW HAD NOT BE EN TIGHTENED SUFFICIENTLY DURING MANUFACTURE.	DESTEED F TEMPERATURE MINUD EST PERCENT A US OR MINUD 1.0 PERCE IT SHOWED 4.5 PERCENT AUDED BY A LOOSE DEAN	PROOF CYC T 2100 PSI NT. ON THE HYSTERESI	LLE, THE E. A. AND PL. BRECIAL. B. FAILUR SEARING SE	RROR US Z. CONTI E ANA T SCS	TEMPERATURE PROOF CYCLE, THE ERROR BAND WAS OUT BE PERCENT AT 2100 PEIA, AND PLUS 2.26 PERCENT AN IND 1.0 PERCENT ON THE SPECIAL CONTINUITY PLOT AF IN S.O. PERCENT WASTERESIS, FAILURE ANALYSIS BY THE A LOOSE BEARING. THE BEARING SET SCREW HAD NOT BE		
CORRECTIVE ACTION-THE VENDOR I	S AVARE OF	THE MECESSITY FOR MAINTAINING TIGHTER CONTROL. SEE VCAR 6264-64 AND CARR-F	CONTROL	BEE VCAR	6264	64 AND CARR-F		
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	FRESCELTS.2 C POMER CHANGEOVER BUITCH	UTP-PRT 88-01017-3	640230	y/0 9	46 of	YES KINETICS CORPO NO RATION NSSZ	44 22 44	
FAILURE MODE-FAIL DURING OPERATION. ERENCE TEST. CALISRATOR HAD NO OUTPUT WTING CALISRATION DURING PRT TESTING	OUTPUT	BENCH TEST AT ROOM AMBIENT FCLLOMING PRT TEMPERATURE-VIBRATION AND RADIO INTERF 1, caused by fower changeover buitch freezing in external command position preve	EMPERATUR NG IN EXT	E-VIBRATIC Ernal com	MA MA	OSITION PREVE		
CORRECTIVE ACTIOM-SPEC.	CORRECTIVE ACTIOM-SPEC. CONTROL DRAWING MAS REVISED ON 9 CYCLE.	9 OCTOBER 1964 BY CHANGE C TO CLARIFY THE CONTROL MOTOR DUTY	£ C TO CL	ARIFY THE	CORT	ROL MOTOR BUTY	·	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	FRESAESTS.1 C SIGMAL COMDITIONER CIRCUIT BOARD	UTP-PRT 69-11116-1	64 D 2 2 4	3/09	ž 35	2/09	809860	
FAILURE MODE-OUT OF TOLERANCE . CMANNEL 8. MEASURENEMT SEDSY THIS WAS CAUSED BY INSUFFICIE	WHEN TEST SPECINEM WA , MAS FOUND TO BE NOW ENT CONFORMAL COATING	S AT AMBIENT TEMPERATURE, X-AXIS RANDOM-SINE 1D GRMS IN PROG Linear during proof cycle following x-axis random-sine visra to properly hold C-1 and R-35 Signal Conditioner Components.	C-AXIS RAN FOLLOWING -35 SIGNAL	DOM-SINE X-AXIS RA COMDITIO	AD GR NEGOSI-	ITURE, X-AXIS RANDOM-SINE 1D GRMS IN PROGRESS CYCLE FOLLOWING X-AXIS RANDOM-SINE VIBRATION AND R-35 SIGNAL CONDITIONER COMPONENTS.		
CORRECTIVE ACTION-A DRAW	CORRECTIVE ACTION-A DRAWING CHANGE MAS MADE AS A RESULT (INC. ABOUT RSS. REF. FR 654-2-216A.	A REBULT OF REVIEW OF MPS 77.1088 TO CLARIFY EXTENT OF	1984 TO CL/	ALFY EXTE	8	CONFORMAL COA		
· · · · · · · · · · · · · · · · · · ·								
						PAGE 0189		

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	DIFFICULTIES REVIEW-12812MENTATION SYSTEM-AIRBOANS	UNENTATION SYSTEM'S	INBORNE				
STATEN BUB-STATEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUMBER	VEHICLE DATE DIF	ATTE TINE DEF	PRI VEN	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B LV-AS TELEMETAT SET AND TRANSDUC ANPLE	LV-AS-24-4511-F AMPLIFIER-WIRING	FAR E7-01010-8	010280	FACTORY	7£8 MA78 NO	MAYBERRY	
FAILURE MODE-OUT OF TOLERANCE. THE FAILURE MASCOMFIRMED BUT IEB LIRIMS.	TANCE. TO PERCENT BANDUIDTH INFORMATION HAS RECEIVED WHEN MORE THAN 100 PERCENT IS EXPECTED. BUT WAS NOT VALID AGAINST 87-18388-885 SIGNAL COMDITIONER. FAILURE DUE TO INFROPER ANFLIF	TION HAS RECEIVED H S-885 SIGNAL COMDIT	HEN MORE 1 IONER, FAI	HAN 100 P. LURE DUE	ERCENT 1 TO IMPRO	B EXPECTED PER AMPLIF	
CORRECTIVE ACTION-60/C INPROVE ACCORDANCE WITH APPLICABLE DRA	WPROVED BUALITY CONTROL OF WENDOR FINAL VISUAL INSPECTION TO ASSURE THAT INSTALLATION IS IN.	INAL VISUAL INSPECT	10H TO A86	URE THAT	INSTALLA	710N 18 1N	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUCERS	FR-69AR176.1 POWER SUPPLY CIRCUIT BOARD	0.19-PR1 R7-01611-1	9220	5/09	YES BENDIX MO 313089	9ENDIX 313G896-2	090
FAILURE MODE-ELECTRICAL OPEN. TEST SPECINEN AT IZATION. TRANSMITTER OUTPUT R.F. FOWER DROPPED CARRIER. THIS MAS CAUSED BY AN INTERMITTENT OF KIME AND A SMARP MARKESS BEND EXCEEDING DESIGN.	FAILURE MODE-ELECTRICAL OPEM. TEST SPECINEN AT 70 DEG F, Y-AXIS RAMDON-SINE 10 GRMS SWEEP TO BE STARTED AFTER EQUAL Izatiom. Transmitter output R.F. Power dropped from 10 To 2.5 matts and modulation could mot be detected on the R.F. Carrer. This was caused by an intermittent opem in the 28 ydc. Imput lead to 28 ydc found broken due to solder wic Kime and a smarp marmess bend exceeding debign.	AXIS RAMDOM-SIME 10 5 MATTS AND MCDULAT VDC. IMPUT LEAD TO	GRMS SWEE TOH COULD ES YDC FOU	P TO BE S HOT BE DE HO BROKEN	TARTED A TECTED O DUE TO	FTER EQUAL N THE R.F. SOLDER WIC	
CORRECTIVE ACTION-SEPT. 549-3 THE CASE AT FACE TO SIVE NECESS	CORRECTIVE ACTION-DEPT. 549-3 INFORMED VENDOR TO PREVENT VIOLATION OF MIMIMIM BEND RADIUS AND PROPOSED REDESIGN The case at fact to sive necessary clearance preventing sharp harness bends. Reference. FR-634-2-169 Buplement	OLATION OF MINIMUM : P HARNESS BENDS. RE	MIHIMUM BEND RADIUS AND PROPOSED REDESIGN OF SEMDS. Reference. FR-634-2-168 Burplement A.	5 AND PRO	POSED RE	DESIGN OF EMENT A.	
INSTRUCENTATION-A/B LV-99-24-4 TELENETRY SET AND TRANSOUC OSCILLATOR	LV-99-24-4490-C OSCILLATOR	FAR 7-01488-883	640227	FACTORY	YES BENDIX NO TO 419	85MDIX 10 41963-2-X	00000
FAILURE MODE-ERRATIC OPERATIO MG AND FRESUENCY MAB UNBTABLE.	FAILUME MODE-ERRATIC OPERATIOM. BUBCARNIER OBGILLATOR FAILED DURING VIBRATION TESTING WHEN THE UNIT INDICATED SPIKI G and presuency was unstable. Failure amalysis was canceled due to waiven by bly beliability control.	DURING VIBRATION DUE TO MAIVER BY &	TESTING WH LY RGLIABI	EN THE UNI	17 1160 IC.	ATED SPIKI	
CORRECTIVE ACTION-NOME.							
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC : ERS	LV-9D-24-4556-F THERMOCOUPLE MIRE	753 11414	351D 640827	2	463		
FAILURE MODE-ELECTRICAL BHORT. ATE MECHANICAL INSULATION SUPPOR	HORT. CIRCUIT BETWEEN CONDUCTOR AND BHIELD CAUBED BY TEFLON DYE POCKETS PERMITTENG INADEGU Bupport om fire detection meaburement pigtet.) BHIELD CAUSED BY INT PIGTET.	TEFLON DYE	POCKETS	PERNITT	Ne INADEGU	
			÷ .		n des es indicates de la constitución de la constit	PAGE 0180	

 B1 VI \$10M
COMANIE

	VENDOR PART NO	10 1MCLU	BENDIN/BEIDE A 661577 NO REECE 1086483-38-48-	E 484174	### C ## - C ##	T COMFIR	# RELIAD	***************************************	104170 400	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	PRI VENDO	7. 4. 4.	YES BENDIN/REEDE NO NO REECE 1086483-38-44	ON. PAILUM	YES BOURNS NO 71784-	FAILURE NG ILUME. M THIS APP	L BE PUT O	\$ 00 M	RMITTENT	YES NO MO
	811E TINE DIF	104 OF H3L	FACTORY	NT OPERATI	PACTORY	APPLIED. EPONTED FA	PARTS WIL	FACTORY	L. AN INTE	FACTORY
ALREGAME	VEHICLE DATE 019	AMD REVISE	440887	imtermitte	1367	EDBURE WAS USED THE R	ONS. THESE	040220	TY CONTRO	3500
UNENTATION BYBIEN"	DIF DATA BOUNCE PART NUMBER	E OF BYE COLORING	PAR.	TO SLOW SPEEDS OR	FAR 7-01781-8	WEEN HYDRAULIC PRITHIN THE BYSTEN CA	TO PRESSURE VARIATIONS. THESE PARTS WILL BE PUT ON RELIAS	FAR 7-11888-6	IS ELECTRICAL TESTS IER BY SLV RELIABIL	87-18308-008 87-18308-008
DIFFICULTIES REVIEW-INSTRUMENTATION SVSIEW-AIRBORNE	TEST/REPORT NUMBER FAILED COMPONENT WANE.	CORRECTIVE ACTION-RAR LY-BD-24-8334 REGESTING DISCONTINUANCE OF DYE COLORING AND REVISSION OF MIL-W-5845-B TO INCLU De current state of the art in thermocouple wire manufacture.	B A-88-E4-4344-C TEAMSDUC COMMUTATOR, MOTOR	FAILURE WOE-OUT OF TOLERANCE, 4 D-C SEARNOTORS FAILED DUE TO SLOW SPEEDS OR INTERHITTENT OPERATION. PAILURE AMALYS S MAS WAIVED BY BLY RELIABILITY CONTROL. CORRECTIVE ACTION-MONE SINCE FAILURE ANALYSIS MAS WAIVED.	A-AS-24-4510-F PRESSUME TRANSCUCER	CPERATION. UNIT OUT PUT FLUCTUATE BINUBOIDAL PRESBUNE FLUCTUATION N E FEBIEN EVALUATION TO DETERMINE	MOT TO REJECT TRANSOUCERS FLUCTATING DUE!	B LV-88-K4-4483-C TRANSOUC ELECTRICAL FILTER	FAILUME MOD. ERRATIC OPERATION. LIMITER FILTER FAILED DURING ELECTRICAL TESTS WHEN IT HAD AN INTERMITTENT OUTPUT ON CHANNELS S.E AND S. FAILURE ANALYSIS WAS CANCELED UPON WAIVER BY SLV RELIABILITY CONTROL. CORRECTIVE ACTION-MOME.	LV-A9-E4-1491-F FAR 3500 FACTORY YES FRAMEDUC COMMUTATOR-WOTOR 87-18383-983 640889 MO
9001 MAP 40	8787EM 808-87EM	CORRECTIVE ACTION-RAR LV-I DE CURRENT STATE OF THE ARI	TELEMETRY SET AND TEANSOUC CERS	FAILURE MODE-OUT OF TOLER. IS MAS WAIVED BY BLW RELIAM CORRECTIVE ACTION-NOWE BI)	INSTRUMENTATION-A/B TELEMETRY DET AND TRANSDUC :	FAILURE MODE-FAIL DURING O MED, IT IS BUSPECTED IMAT I CORRECTIVE ACTION-IMITATI	TAKE RECAUTION NOT TO RELETY MAINER TWE.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	FAILURE MOD. ERRATIC OPER. CHAMMELS S.E AND S. FAILU CORRECTIFE ACTION-MOME.	INSTRUMENTATION-A/B TELEMETAY BET AND TRAMBOUC ERB

BAAF DIRE

SENERAL DYNAMICS CONVAIR DIVISION

9961 MAF 81

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

SEKERAL DYNAMICS CONVAIR DIVISION

DIPFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

BASTEM TEST/REPORT NUMBER DIF DATA SOURCE SITE PRI VENDOR MAME PART NUMBER DATE DIF TIME DIF OTH VENDOR PART NO
D POOR MELD. CORRECTIVE ACTION-INFERNIATION OF WELD INFERITY TECHNIBUES AND TEST SAMFLIMS.
INSTRUMENTATION-A/S SLV-88-24-4548-F FAR GADEES FACTORY VES SPECTROL SEESS TELEMETRY SET AND TRANSDUC DETECTOR-POTENTIONETER \$80-51118-1 BADEES FACTORY VES SPECTROL SEESSE FACTOR SEESS
FAILURE MODE-ELECTRICAL OPEN, ELECTRICAL OPEN OF POTENTIONETER R-6 DUE TO HIGH CURRENT REBIBTIVE ELEMENT BURNING. E LEMENT WIRE IS INADEGUATE FOR SHALLEST CURRENT SURGE.
CORRECTIVE ACTION-RAR BLY-99-24-3251 RECOMMENDING SURVEY REPLACEMENT OF THE SPECTROL MODEL 60 POTENTIONETERS.
INSTRUMENTATION-A/B FRSPARITE, IDATED 1 MAY 1864 UTP-PRT 64DE21 6D/C YES FIFTH DIMENSIO 6036D1 TELEMETAY SET AND TRANSDUC COMMUTATOR 27-D1636-5 87-D1636-5 MAXD-461 ERS
FAILURE MODE-OUT OF TOLERANCE WHEN TEST SPECIMEN WAS AT ANSIENT ROOM TEMPERATUME, X-AXIS RANDOM-SINE SO GRMS SWEEP IN PROCRESS, NO OUTPUT WAS COTAINED FROM CHANGEL IS OF COMMUTATOR. CAUSE DUE TO SHPROPER FASTENING OF THE SNAP RING TO DRIVE SPINDLE AND ROTOR DURING NAMUFACTURING PROCESS.
CORRECTIVE ACTION-VENDOR OF THE COMMUTATOR MAS CONTACTED ON S JUNE 1984 AND RESUESTED TO TAKE ACTION TO INSURE THAT ALL SHAP RINGS INSTALLED ON COMMUTATOR SPINDLES WERE PROPERLY SECURED. REF. FR-854-E-RIS. AND 854-E-64-REA INCHO) D ATED 3 JUNE 1884.
INSTRUMENTATION-A/G FR-SPAZIYG.1 UTP-PRT GADZZI GO/C YES 61/C PR3528 FELCHETRY SET AND TRANSDUC POWER SUPPLY INDUCTOR SS-1384G-S PO
FAILURE MODE-ELECTRICAL, OFEN OF FOUR SUPPLY MODULE AT TO DEGREES F X-AXIS RANDOM-SIME 1G 6845 SUEEP, FAILURE OCCU RRED AT & CPS. THE FONER SUPPLY OUTSUIT ON PIN 17-U DROPPED FROM S.OS VDC TO 0.0 VDC; DUE TO A SACKEN LEAD ON THE LI INDUCTOR: THIS MAS CAUSED SY INSUFFICIENT CONFORMAL COATING WHERE NO FILLETS WERE FORMED TO SUFFORT THE SOOY OF THE INDUCTOR
COMPECTIVE ACTION-DEFT, 861-4 RESULESTED A BURVEY TO REMOVE AND REMORK ALL 88-11100-1 AND 68-11300-1 UNITS INSTALLED ON MISSILES OR IN STOCKS, REMORK TO SE IN ACCORDANCE WITH LATRET ECH INCORPORATED ON DRAWING THAT APPLIES TO CONFORM AL COATING. DEFT. 141-3 ALLERYED INSPECTION TO INSPECT BETTER FOR PROFER APPLICATION OF CONFORMAL COATING (REF. 834-8-148 SUPP. A). RCA

GENGRAL DYMANICS CONVAIR DIVISION

*** *** ***

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	# # # # # # # # # # # # # # # # # # #	2		10 0 10 10 10 10 10 10 10 10 10 10 10 10		
VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	CTON MOUNTING 8	BOARD DRILLING	IN 7 TO THE DET	· .	YES SOURNS NO 71724-0-35-752 WAS APPLIED, REPOR	TO DETERMINE THE
1 0 T	3 3	7 CUT	MAL P	1 2	Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z	222
\$17E	FACTORY EAD 7 TO	FACTORY	OF TERMI	FACTORY	FACTORY PREBBUR LVE. VIB	CHENT CH
VEHICLE DATE DIF	6402E1	ATION TAB 640281	IRCUITIME IDENTIFIC	840EEG	138F 8402ED HYDRAULIC CTUATOR VA	THIS MEASUR
DIF DATA BOURCE PART NUMBER	FAR 88-11118-1 NURED BY SHORY CIRCU	FAR MOLE IDENTIFIC	TECTRICAL SHORT C FICATION TAB. REMOVAL OF THE HOLF	FAH 87-12367-5 1PUY TO ZERO VOLTE D NO ABNORMALITIES HE	FAR F-01731-9 UTPUT WHILE 3000 PBI FROW THE HYDRAULIC A	RANSDUCER USED FOR 1 D THAT ACTION DE TAN
TEST/REPORT NUMBER FAILED COMPONENT NAME	NATIONENTATION-A/B BLY-88-84-4583-F FAR 64DEE1 FACTORY YES ELEMETRY SET AND TRANSDUC DETECTOR-WIRING 86-51518-5 R8 FAILURE WODE-ELECTRICAL SHORT. COULD NOT ADJUST OUTPUT. CAUSED BY SHORT CIRCUITING OF LEAD Y TO DETECTOR HOWHING 8 TUD VIA METALLIC CIRCUIT BOARD HOLE RENTIFICATION TAB.	CORRECTIVE ACTION—RAR BLY—89-24-628F REQUESTING REMOVAL OF THE HOLE IDENTIFICATION TAB AFTER CIRCUIT BOARD DRILLING ATRUL LATITION—A/8 SLY—99-24-4547-F FAR 64-1118-1 64-1118-1 NO NO SERVICE AND TRANSDUC DETECTOR—MIRING 69-51118-1 64-1118-1 NO	FAILURE MODE-ELECTRICAL SHORT, MO VOLTAGE OUTFUT CAUSED BY ELECTRICAL SHORT CIRCUITING OF TERMINAL PIN 7 TO THE DET ECTOR MOUNTING STUD VIA METALLIC CIRCUIT BOARD HOLE IDENTIFICATION TAB. CORECTIVE ACTION-AVO TO PRODUCTION DEPAITMENT REBUEBTING REMOVAL OF THE HOLF IDENTIFICATION TAB AFTER CIRCUIT BOAR	TELEMETRY BET AND TRANSDUC PITCH AND YAM (ATÉ DEMODULAYOR 87-18367-5 ERS FAILJRE WODE-OUT OF TOLERANCE, IMABILITY TO ADJUST THE OUTPUT TO ZERO VOLTS DC. CORRECTIVE ACTION-WOME, SINCE FAILURE WAS UNCOMFIRMED AND NO ASMORBALITIES WERE ODSERVED.	MSTRUMENTATION-A/B A-AS-E4-4508-F FAR 138F FACTORY YES BOURNS ELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER T-01731-\$ 640220 HO 71724-0-33-752 RS FAILURE MCDE-ERRATIC OPERATION, UNIT INDICATED A SPIRED OUTPUT WHILE 3000 PSI HYDRAULIC PRESSURE WAS APPLIED, REPORT ARE A CTURE WAS SCLIEVED TO SE CAUSED BY 400 CYCLE DITHER PROM THE HYDRAULIC ACTUATOR VALVE, VISRATION LEVELS AT THE AREA OF THIS MEASUREMENT ARE MORE DEMANDING THAN THE TRANSDUCER SPECIFICATION.	CORRECTIVE ACTION-A DESISH EVALUATION VAS RESUESTED FOR TRANSDUCER USED FOR THIS MEASUREMENT (H33P) TO DETERMINE TH EIR SULTABILITY FOR THIS APPLICATION, IT WAS ALSO RESUESTED THAT ACTION BE TAKEN TO REDUCE THE REJECTION OF TRANSDUC
AVATEN BUB-ATSTEN	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS FAILURE MODE-ELECTRICAL (TUD VIA METALLIC CIRCUIT 6	CORRECTIVE ACTION-RAR BL INSTRUGATION-A/B TELEMETRY GET AND TRANSDUC	FAILURE GODE-ELECTRICAL ECTOR MOUNTIME STUD VIA N CORRECTIVE ACTION-AVO TO	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUK ERS FAILJRE WODE-OUT OF TOLI CORRECTIVE ACTION-MOME.	TELEMETRY BET AND TRANSDUC PRESSURE TRANSDUCER FRILURE MCDE-ERRATIC OPERATION, UNIT INDICATI TED FAILURE WAS SCIEVED TO SE CAUSED BY 400 AREA OF THIS MEASUREMENT ARE MORE DEMANDING	CORRECTIVE ACTION-A DEBI

SENERAL DIMANICA CONVAIR DIVISION

18 JUN 1888

1010111 PIENTS

SYSTEM TEST/REPORT NUMBER DIF DATA SOURCE VEHICLE SITE PRI VENDOR MANE SUB-SYSTEM FAILED COMPONENT NAME PART NUMBER DATE DIF TIME DIF OTH VENDOR PART NO		
ERS FAILING FOR THE ABOVE CAUSE, THESE TRANSDUCERS WERE PLACED ON THE RELIABILITY MAIVER TWX.	***************************************	
IMBTRUMENTATION-A/B FRESARIYS.1 TELEMETAY SET AND YRANSDUC CALIBRATOR MODULE 27-12291-1	***	
FAILURE MODE-OUT OF TOLERANCE WHEN TEST SPECIMEN MAS AT ANGIENT ROOM TEMPERATURE DURING BENCH TESTS OF PAT AND PRT. Repetition rate of Calibraton was 1.8 to 1.8 CPB WHICH IS OUT OF TOLERANCE.		
CORRECTIVE ACTION-CORRECTIVE ACTION REGUEST NO. SEDU MAS PROCESSED TO INSPECTION SUPERVISION REGUESTING THAT ACTION BE TAKEN TO PREVENT PLACING CALISRATORD IN STOCK THAT ARE NOT WITHIN THE SPECIFIED REGUIRENENTS. REF. FR 654-2-216- A.		
INSTRUMENTATION-A/B SLV-89-24-4546-F FAR 640219 FACTORFY YES SPECTROL FELENETRY SET AND TRANSDUC DETECTOR POTENTIONETER 69-11518-1 640219 FACTORFY YES SPECTROL EAST	•	
FAILURE MODE-ELECTRICAL OPEN. THE UNITS OUTPUT MAS ZERO CAUSED SY AN OPEN R-6 POTENTIONETER. LEAKY HEADER SEAL PERM ITTED POTTIME COMPOUND TO ENTER THE POTENTIONETER CAUSING AN OPEN CIRCUIT CONDITION.		
CORRECTIVE ACTION-BLE BLY-90-24-2831 RECOMMENDING BURNEY REPLACEMENT OF THE SPECIACL GO POTENTIONCTERS. INSTRUCTIVE ACTION-A/B A-AS-24-4604-F FELENCIST ACTION-A/B A-AS-24-4604-F FELENCIST ACT TRANSLIC TIM CANASTES-TEAMBRITTER FOR STANDARD AND TRANSLIC TIM CONTRACTOR AND TRANSLIC TIM CANASTES AND TRANSLIC TIME CANASTES	:	
OF TOLERANCE, UMIT WAS REJECTED FUR NOISE ON THE INFORMATION BANDNIDTH CAUSED ST		
CORRECTIVE ACTIOM-VENDOR FOR TRANSHITTER REVISED HIS "EST PROCEDURES TO ELIMINATE PROBLEM.		
INSTRUMENTATION-A/B GD/AAGUGB-DDI-G/FC-CO-DI-DDIB-DIG COMPOSITE-FACTORY 849D YES TELEMETRY SET AND TRANSDUC 640217 NO 640217 NO		
FAILURE MODE-ERRATIC OPERATION. CHANNEL 11 OF TELEMETER NO. 2 MAG T PCT NOISE.		
STRICK RPFECT-COMPOSITE RE-SCHEDULED, STREM LEVEL AND COMPOSITE RETESTING RESULRED.		

GENERAL DYNAMICS CONVAIR DIVISION

16 JUH 1066

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	IUMENTATION BYBIEM"	IRBORNE			
87875H 8US-878TEH	TESTFECORT NUMBER FAILED CONFONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BI	BITE PRI TIME DIF OTH	I VENDOR HANE	
CORRECTIVE ACTION-FAILURE 180LATED	ISOLATED TO TRANSMITTER SECTION OF TELEMETER NO.	OF TELEMETER NO. 8.	MEPLACED TELEMETER NO.	ETER NO	i	*****
INSTRUMENTA : ION-A/B SLV-89-24-4467-F TELEMETRY SET AND TRANSDUC DEMODULATOR/POTENTIONETER ERS	BLV-89-84-4467-F Demodulator/Potentioneter	FAR 60-11110-5	640217 FACTORY	ORY YES		579873
FAILURE MODE-ERRATIC OPERATION. OUTPUT COULD O OPEN MINDING ON POTENTIONETER R-4 CAUSES BY TOR TO TEST SET MITH POWER ON.	4. OUTPUT COULD T R-4 CAUSES BY	NOT BE ADJUSTED TO RESULRED 2.5 PLUS EXCESSIVE CURRENT WALCH WAS PROBABLY	ILUS OR MINUS G.DES VDC.	ORS VD CONNECT	C. FAILURE DUE T ING THE DEMODULA	
CORRECTIVE ACTION-TESTING PERSONNEL	PERSONNEL CAUTIONED TO FOLLOW E.D.F. EXACTLY TO AVOID REPETITION OF THIS FAILURE.	D.P. EXACTLY TO AVOI	D REPETITION O	F TH18	FAILURE.	
INSTRUMENTATION-A/B BLY-99-E4-4471-F TELEMETRY SET AND TRANSDUC DETECTOR-POTENTIONETER ERS	BLV-99-E4-4471-F Detector-Potentioneter	7 A B 60-11110-1	SAGELY FACTORY	ORV YES		273869
FAILUAE MODE-OFEN (ELECT). CHANNEL EMODULATION ASSEMBLY (69-11110) AUDI	CHANNEL 9 MAVERED AT 7D SECONDS DURING PRODUCTION VIBRATION TESTING. FAILURE CAUSED BY 110) AUDIOFRES DETECTOR POTENTIONETER MANDRELS BEING OPEN CIRCUITED.	DURING PRODUCTION N	IIBRATION TESTI F OPEN CIRCUITE	%. FAI	LURE CAUSED BY D	
CORRECTIVE ACTION-POTENTIO	CORRECTIVE ACTION-POTENTIONETER REPLACED BY NEW INPROVED 100K POTENTIONETER.	JOK POTENTIONETER.				
INSTRUMENTATION-A/B A-69-24-4486-F TELEMETRY SET AND TRANSDUC ANTLIFIER WIRING ERS	A-69-24-4486-F Amplifier Wiring	FAR 85-01178-1 E	64DELT FACTORY	}	YES MAYBERRY NO 166-1A	6 8 9 9
FAILURE MODE-ELECTRICAL OPEN, DIFFERENTIAL AMPLIFIER TED TO THE SIGNAL GROUND PIN 10 NOT BEING BOLDERED IN	EM. DIFFERENTIAL AMPLIFIER FAILED WHEN IT HAD NO OUTPUT. FAILED WAS CONTIRMED AND ATTRIBU N 10 NOT BEING BOLDERED IN THE CIRCUIT.	FAILED WHEN IT HAD NO OU! THE CIRCUIT.	PUT. FAILED WA	■ CO#71	RMED AND ATTRIBU	·
CORRECTIVE ACTION-RECONNENDED TPE OF FAILURE.	DED VENDOR REVISE THE CHECKOUT PROCEDURES WHERE RECESSARY TO PREVENT RE;URRENCE OF	IOCEDURES WHERE MECI	CASARY TO PREVE	11. 温度 2.4	RRENCE OF THIS T	
INDTRUMENTATION-A/B LV-93-E4-4449-C TELEMETAT BET AND TRANSDUC DIFFERENTIAL AMPLIFIER ERB	LV-03-24-4449-C Differential Amplifier	FAR 87-01841-3	250D FACTORY 640213	25 Ago	S MAYBERRY	-
PAILURE MODE-OUT OF TOLERANCE.	MCE. MOISZ IN ACCESS OF T PERCENT ISM OSSERVED ON CHANNEL 14. C2-UNITS).	IBW OBBERVED ON CO	1ANNEL 14. CB-1	#1 T &) .		
					PASE GIRE	

BVB-BVER	TEST/REPORT NUMBER FAILED CONPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI	I VENDOR NAME H VENDOR PART MO	
CORRECTIVE ACTION-HOME. P	FAILURE AMALYSIS WAIVED.				•••••
INSTRUMENTATION-A/B LV-89-24-4449-C TELEMETRY SET AND TRANSDUC DIFFERENTIAL AMPLIFIER-S ERS	LV-59-E4-4449-C DIFFERENTIAL AMPLIFIER-3	FAR 87-01841-1	BEE BELO FACTORY YES W W NO 840213	B MAYBERRY 114-8	15026
FAILURE MODE-ERRATIC OPERATION CONNECTION MITH VEHICLES 850D	RATION. HOISE IN ACCEDS OF 7 PERCENT IBW ON CHANNEL 14. 3 AMPLIFIERS FAILED IN THIS MODE IN 850D AMD 186D. FAILURE NOT CONFIRMED.	ED.	. 3 AMPLIFIERS FAILEC	IN THIS MODE IN	
CORRECTIVE ACTION-FAILURE NOT INSTRUMENTATION-A/B A-89 TELEMETRY SET AND TRANSDUC DENO ERS	E NOT CONFIRMED. FAILURE ANALYSIS MAIVED. A-88-24-4550-F DEMODULATOR S7-53	FAR 57-13536-1	640213 FACTORY VE	ž Š	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
FAILURE MODE-OUT OF TOLERANCE, ELECTRI EMDENTLY THE UNIT WAS MITHIN TOLERANCE, CORRECTIVE ACTION-NOWE, SINCE THE HEXT	RANCE, ELECTRICAL MISMATCH BETWEEN THE DEMODULATOR AND THE MEXT ABSEMBLY. WHEN TESTED INDEPTININ TOLERANCE. BINCE THE NEXT ABSEMBLY WAS NOT AVAILABLE FOR SYSTEM TESTING THE EXACT FAILURE CAUSE WAS NO	THE DEMODULATOR ANY ILLABLE FOR SYSTEM	THE MEXT ASSENDET. '	AHEN TESTED INGEP LUNE CAUSE WAS HO	
INSTRUMENTATION-A/B PPT-T TELEMETRY BET AND TRANSOUC DIFFE ERB	P-69F-1793.1 RENTIAL PRESSURE 1	UTF-QUAL/PPT 27-01552-13	640213 FACTORY Y	YES WIANCKO NO PE-4106-13	8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
FAILURE MODE-OUT OF TOLERANCE. ERENCE LEVEL AT 240 KC EXCEEDED E DESIGN WHICH NADE NO PROVISIC	FAILURE MODE-OUT OF TOLERANCE, DURING CONTINUOUS MAYE CONDUCTED INTERFERENCE PORTION OF MIL-1-26600, MIGHEST INTERF Erence Level at 240 KC exceeded specification Limits about 21 db above 1 micro-volt. Failure was caused by inadequat E design which made no provision for filtering the second harmonic of the transducer oscillator. (8/M 3110114).	UCTED INTERFERENCE EL DB ABOVE 1 MICRO ARMONIC OF THE TRAN	INTERFERENCE PORTION OF MIL-I-26600, MIGHEST INTERFABOVE 1 MICRO-VOLT, FAILURE WAS CAUSED BY INADEQUATION OF THE TRANSDUCER OSCILLATOR, (8/M 3310314).	600, HIGHEST INTERF Caused by Inadequat (8/m 3310314).	
CORRECTIVE ACTION-6D/C C F 27-D1552 TRAKBDUCERS. 6	CORRECTIVE ACTION-GD/C CONTACTED VENDOR AND REDESIGN WAS ACCOMPLISHED BY ADDING AN RF1 FILTER TO ALL DASH NUMBERS 27-D1552 TRAKBDUCERS. GD/C ACTION IS IDENTIFIED IN ECP 7677 (27-01552-13 IS NOW A 27-D1552-31-FILTER INCORPORATED	CCOMPLISHED BY ADDI 77 (27-01592-13 18) ACCOMPLISHED BY ADDING AN RF1 FILTER TO ALL DASH NUMBERS O 7677 (87-01852-13 IS NOW A 27-01852-81-FILTER INCORPORATED)	IL DASH NUMBERS O TER INCORPORATED)	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ENS	LV-89-24-4458-6 C DIFFERENTIAL AMPLIFIER	FAR 87-01241-1	1950 FACTORY 640211	YES MAYBERRY NO 114-8	
FAILURE MODE-OUT OF TOLERANCE.	ERANCE. CHANNEL 14 MOISE WAS SO PERCENT WHEN T PERCENT MAX IS ALLOWED.	CENT WIEN Y PERCENT	F MAX 18 ALLOWED.		
				PAGE 0187	

SENERAL DYNAMICS CONVAIR DIVISION

9961 mir 88

ATENA BUB-SVSTEN	TEST/REPORT NUMBER FAILED COMPONENT MAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E	PRI VENDOR NAME OTH VENDOR PART NO	NAME NAME	
CORRECTIVE ACTION-WOME, FAILURE	NILURE AMALYBIB WAIVED.						161160
INSTRUMENTATION-A/B FRESC-EISS.E TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER	FRSSC-8166.E PRESSURE TRANSDUCER	017-754 68-01001-89	640811	FACTORY	VES BOURNS NO EGSZEDSDOS		
FAILURE MODE-OUT OF TOLERANCE. THE MAXIMUM ERROR (ON THE LAST OF TEMPERATURE VARITATION.	INCE. THE TRANDOUCER OUTPUT WAS HIGH AT ALL PRESSURES. A TOTAL OF FOUR CYCLES WERE RUN AND LAST CYCLE) WAS 1.68 PERCENT. THE FAILURE WAS CAUSED BY IMPROFER COMPENSATION FOR EFFECTS.	HISH AT ALL PRESSURES He failure was caused	. A TOTAL OF BY INFROFER	OF FOUR C	FOUR CYCLES WERE RUN COMPENSATION FOR EFF	RUN AND EFFECTS	
CORRECTIVE ACTION-THE VENDOR MIROL FUNCTION IS EXPECTED.	OR HAS BEEN NOTIFIED OF THIS CONDITION AND IMPROVED PERFORMANCE BY THE VENDORS QUALITY CO	MDITION AND IMPROVED	PERFORMANC	E BY THE	YENDORS BUALITY	9	
INSTRUMENTATION-A/S LV-99-E4-44 TELEMETRY SET AND TRANSDUC DEMODULATOR ERS	LV-99-24-4465-C DEMODULATOR	FAR 7-12077-601	640£10	FACTORY	7£8 NO		766869
FAILURE MODE-FAIL DURING OPERATION, DEMODULATOR ILURE AMALYSIS MAS CANCELED DUE TO MAIYER BY SLY	ATION, DEMODULATOR E TO MAIVER BY ALV	ABBEMBLY FAILED DURING ELECTRICAL TESTING WHEN IT HAD NO OUTPUT. FA	CAL TESTIM	6 WEN IT	NAD NO OUTPUT	<u> </u>	
CORRECTIVE ACTION-NOME.						*	
INSTRUMENTATION-A/B NZ-AB-24-4516-F TELENETRY SET AND TRANSDUC DIFFERENTIAL ANPLIFIER DIODE ERS	MZ-AB-24-4516-F DIFFERENTIAL AMPLIFIER DIODE	FAR 87-18768-807	64 UR10	FACTORY	VES SENDIX NO	-	# 0 # 6 8
FAILURE MODE-ELECTRICAL OPEN. L AMPLIFIER DIODE MAB THE FAILU	'EM. LESS THAN ZERO IBW WHEN ZERO AND 100 PERCENT WAS EXPECTED. OPEN CIRCUITED DIFFERENTIA AILURE CAUSE.	O AND 100 PERCENT WAS	EXPECTED.	OPEN CIR	CULTER DIFFER	X I I	
CORRECTIVE ACTION-HOME, THE FAILED	IE FAILED DIODE HAS INADVERTANTLY DAMAGED DURING FAILURE ANALYSIS.	Y DAMAGED DURING FAIL	.URE AMALYS	<u>:</u>			
IMSTRUMENTATIOM-A/B 69-5140 Telemetay set and transduc pressure transducer Ers	69-5140 Pressure Transducer	UT9-PET 7-01781-9	640810	5/Q+	NO BOURNS NO 71784-0-10-752	25.4.5	
FAILURE MODE - OUT OF TOLERANCE. S. FAILURE MAS DUE TO MALFUNCTION	RAMCE, THE UNIT WOULD NOT BHOW AN OUTPUT BEYOND BE PERCENT FRVR. 6/N 208-5108. PET LOT MCTION OF THE RATIOMETER IN THE TEST EQUIPMENT.	AN OUTPUT BEYOND 81 P	ERCENT FOV	# # # # # # # # # # # # # # # # # # #	00-510E. PET	•	
					PACE	PACE 0198	

8787RM 848-875RM	TEST/REPORT HUNBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF T	817E 017E	PRI VENDOR NAME OTH VENDOR PART NO	
CORRECTIVE ACTION - TEST	TEST COUIPMENT WAS REPAIRED. NO FURTHER ACTION DEEMED	ACTION DEEMED MECE	HECE BBARY.			0 0 1 0 0
INSTRUMENTATION-A/8 FRESAELTS. TELEMETRY SET AND TRANSDUC COMMUTATOR	FR69AE176.1 COMMUTATOR	UTP-PRT BT-01686-8	5 602076	ON 2/09	YES FIFTH DIMENSIONO MO M	0 2 7 4 6
FAILURE MODE-OUT OF TOLERANCE, TEST SPECIMEN S ATOR SPEED FOR CHAMBL 11 MAS BELOW MINIMUM OF MOTOR SPEED SLOWING DOWN AT COLD TEMPERATURES.	RANCE. TEST SPECIMEN SKIN TEMPERATURE WAS MAINTAINED AT O DEGREES F IN TEST CHAMBER, COMMUT Was below minimum of 2.5-40 percent RPS, Speed was 2.03 RPS and 2.17 RPS due to commutator at cold temperatures.	E WAB MAINTAINED A RPB: BPEED WAB E.	T G DEGREES D3 RPS AND 2	F 1N 7EE	T CHAMBER, COMMUT OUE TO COMMUTATOR	
CORRECTIVE ACTION-TEST PROCE AK ASSEMBLY WERE CHANGED FROM FICATION CONTROL DRANING MAS.	CORRECTIVE ACTION-TEST PROCEDURE AND RELIABILITY TEST OUTLINE OPERATING TEMPERATURE REBUIREHENTS FOR 69-1110D AK ASSEMBLY WERE CHANGED FROM 0 DEGREES F TO REFLECT POD-MOUNTED EQUIPMENT TEMPERATURES OF 40 TO 80 DEGREES F, FICATION CONTROL DRAWING WAS ALSO CHANGED, REF, FR-634-8-816-A AND MEMO 684-8-64-824 OM 5 JUNE 1964,	E OPERATING TEMPER. IED EGUIPHENT TEMPI A AND MENO 654-2-6	ATURE REBUII ERATURES OF 1-224 ON S	UIRENENTS FO OF 45 TO 85 S JUNE 1964.	X 69-11100 TELEP DEGREES F. SPECI	
INSTRUMENTATION-A/B LY-99-24-4 TELEMETRY SET AND TRANSDUC COMBUTATOR	LV-99-24-434-C COMMUTATOR	FAR E7-11246-1	640207 F	FACTORY YES	YES BENDIX MO 1847382	691509
FAILURE MODE-EARATIC OPE	FAILURE MODE-EARATIC OPERATION. COMMUTATOR OPERATED INTERMITTENTLY	TENTLY.				
CORRECTIVE ACTION-NONE, FAILURE	FAILURE ANALYSIS WAS WAIVED BY SLY RELIABILITY CONTROL.	ELIABILITY CONTROL				
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC ERS	INSTRUMENTATION-A/B PAT-TP-69F-2167-1 Telemetry bet and transduc differential pressure transducer erb	UTP-PAT 87-01552-81	640207 F	FACTORY IN	NO WIANCKO NO PE-4106-E1	890635
FAILURE MODE-OUT OF TOLERANCE. OUT OF TOLERANCE OF PLUB 46.02 I RE WAS DUE TO ACCIDENTAL OVERPRI	IANCE. DURING PROOF CYCLE FRIOR TO TEMPERATURE-VIBRATION TEST, UNIT 3/N 3030033 3HOLED MAX 14.02 PERCENT DURING THIRD PRESSURE RUN WHERE PLUS OR MINUS 1.0 FIRCENT IS ALLOWABLE. FAIL! YERPRESSURIZATION DURING PROOF CYCLE.	EMPERATURE-VIBRATIC RUN MHERE PLUS OR :	ON TEST, UN	11 9/N 30	SODSS SHOWED MAX ALLOWABLE. FAILU	
CORRECTIVE ACTION-6D/C NODIFIL ATION,	DIFIED TEST BETUP TO INCORPORATE HARD LINE SYSTEM INSTEAD OF FLEXIBLE LINES USED IN CALIBR	RO LINE BYBTEH IND	TEAD OF FLE	MIT GIBL	IS USED IN CALIBR	
INSTRUMENTATION-A/B SLV-89-24-4443-P FELENETRY SET AND TRANSCUC DETECTOR-POTENTIONETER CR8	SLV-99-24-4443-9 DETECTOR-POTENTIONETER	7. A. B.	840E08	FACTORY Y	YES SPECTROL NO 80	
FAILURE MODE-ELECTRICAL OPEN. AILURE OF THE DETECTOR WAS DUE	FEN. OUTPUT OF THE DETECTOR COULD NOT BE ADJUSTED. DUE TO THE GROUND SIDE OF THE POTENTIONETER BEING	OT BE ADJUSTED, PO- NTIOMETER BEING OF	TENTIOMETER EN INTERNAL	#-6 WAB	POTENTIOMETER R-6 MAS OPEN CIRCUITED. F OPEN INTERNALLY. A BAD SOLDER CONNECTIO	

GENERAL DYNAMICS CONVAIR DIVISION

11 JUN 1000

	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRI	YENDOR MAME		
AT OME END OF THE POTENTIONETER.						# 00 T	
CORRECTIVE ACTION-RAR BLY-88-24-8251 REGUESTED THE USE OF SPECTROL MODEL SO POTENTIOMETERS BE DISCONTINUED BY ASTRO- Autics.	CTROL MODEL 60 PO'	TENT I OME TE	IN. BE DE	BCOMT11	IVED BY ABTRO		
INSTRUMENTATION-A/B LV-38-24-4450-C TELEMETRY SET AND TRANSDUC SUSCAURIER OSCILLATOR T-0	7-01488-661	250D 640206	FACTORY	7E.8 81	8EM01X 1041982-4-2	01110	
FAILURE MODE-FAIL BURING OPERATION. NO OUTPUT.							
CORRECTIVE ACTIOM-NOME, FAILURE ANALYSIS WAIVED.							
INSTRUMENTATION-A/B LV-99-24-4451-C TELEMETRY SET AND TRANSDUC SUSCARRIER OSCILLATOR 7-0	FAR 7-01488-861	640206	FACTORY	YES BE	BENDIX 1041962-4-8	888832	
FAILUME MODE-DRIFT, OUTPUT FRES DRIFTED 300 CPS.							
CORRECTIVE ACTION-NOME, FAILURE WAS NOT COMFIRMED, FAILURG ANALYSIS WAIVED.	LTSIS WAIVED.						
INSTRUCCHTATION-A/B A-49-E4-4473-C TELEMETRY BET AND TRANSDUCER, INSTRUMENTATION T-0.	FAR 7-03780-8	138F 640206	SAN DIEG	¥ C .	Bourns	80000	
FAILURE MODE-ELECTRICAL OPEN, TRANSDUCER FOR MEASUREMENT F145P INDICATED AN OPEN CIRCUIT BETWEEN PINS L80 Between Pins C and B. Failure Analysis mas cancelled per twx 64-61-001.	INDICATED AN OPE PX 84-61-001.	IN CIRCUIT	. BETWEEN	4 X	C AND A AND A		
CORRECTIVE ACTION-MONE.							
INSTRUMENTATION-A/B LV-AS-24-4583-C FAR TELEMETRY BET AND TRANSDUC COMMUTATOR NOTOR	•	204D 640205	FACTORY	YES BE	BENDIX 1096465-6		
FAILURE MODE-ERRATIC OPERATIOM. UNIT WAS REJECTED BECAUSE OF ERRATIC COMMUTATOR SPEED.	RRATIC COMMUTATOR	. SPEED.					
					PAGE GROO		

GENERAL BYNAMICS CONVAIR DIVISION

9961 MOF 61

8787EN 808-8787EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE TIME DIF	PRI VENDOR HANE OTH VENDOR PART NO	MANE PART NO	
CORRECTIVE ACTION-NOME.	NO FAILURE AMALYBIB PERFORMED.						296760
INSTRUMENTATION-A/B ICLEMETRY BET AND TRANSOUC ERB	LV-88-24-4454-C AMPLIFIER AND FILTER ASSEMBLY	FAR 87-18808-1	1950	FACTORY	45 VE		98400
FAILURE MODE-FAIL BURING OPERATION. NO OUTPUT.	OPERATION. NO OUTPUT.						
CORRECTIVE ACTION-NOME, FAILURE	FAILURE ANALYSIS MAIVED.						
INSTRUMENTATION-A/B A-99-24- TELEMETRY SET AND TRANSOUC OSCILLA! ERS	A-99-24-444C : OSCILLATOR	7 A R 8 7 - 01 R66 - 11	640R04	FACTORY	YES BENDIX NO 1050263-8-6A	4 9 : •	8000
FAILURE MODE-OUT OF TOLE INUS 15 CPS.	FAILURE MODE-OUT OF TOLERANCE. OUTFUT FREGUENCY WAS HEASURED TO BE 3054 CPS. THE FREGUENCY SHOULD BE 3000 PLUS OR INUS 15 CPS.	MED TO BE 2054 CPB.	THE PREBUE	MCY BHOUL	7 000 R M G	# 0 90	
CORRECTIVE ACTION-NOME. FAILURE	FAILURE AMALYSIS WAS WAIVED.						
IMBTRUMENTATION-A/B A-89-24-44 TELEMETRY BEY AND TRANSDUC OBCILLATOR ERB	A-99-E4-448E-C C OBCILLATOR	FAR 87-0180-41	70807	FACTORY	YES BENDIX NO 105EDS	BEND I X 108ED94-E-6-A	0 8 8 8
FAILURE MODE-OUT OF TOLERANCE. Dees could not be abjusted and as canceled upon Maiver by bly i	FAILURE MODE-OUT OF TOLERANCE, SUBCARRIER OSCILLATOR FAILED DURING ELECTRICAL TESTIMS WHEN THE AMPLITUDE AND BAND Ders could mot be adjusted and the output control had no effect on variation of frequency output, failure analysis As canceled upon maiver by beliability control.	LED DURING ELECTRICAL EFFECT ON VARIATION C	TESTINS V	MEN THE .	IMPLITUDE AN FAILURE AN	D BAND E	
CORRECTIVE ACTION-HOME.							
INSTRUMENTATION-A/B A-89-84-44 Telemetay bet and transduc obcillatom erb	A-89-84-4481-C C OBCILLATOM	FAR ET-U1260-07	***************************************	FACTORY	YES BENDIX-PACIFIC No 1950263-10-T-A	MENDIX-PACIFIC ADSORBU-10-T-A	6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
FAILURE MODE-OUT OF TOLERAMCE.) WOULD NOT ADJUST. FAILURE ANA!	FAILURE MODE-OUT OF TOLERANCE. BUBCARAIER OSCILLATOR FAILED DURING KLECTRICAL TESTING WHEN THE OUTPUT AND BAND EDSE B WOULD MOT ADJUST. FAILURE ANALTSIS WAS CANCELED UPON MAIYER BY BLY RELIABILITY CONTROL.	LED DURING KLECTRICAL IVER BY BLY RELIABIL!	TESTINE	MEN THE	OUTPUT AND 8	AND EDGE	
CORRECTIVE ACTION-HONE.				;			
						PA6E 0201	

10 1UR 1066

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION BYSTEN'A	IRBORNE			
878TEH 8U\$-878TEH	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE B	BITE PRE	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B A-88-E4-44 TELEMETRY SET AND TRANSDUC OSCILLATOR ERS	A-88-24-4488-F OBCILLATOR	FAR 87-01607-120	640203 FAC	FACTORY YES	BENDIX-PACIFIC SISIISS-156	\$ 6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
PAILURE MODE-ERRATIC OPES COMFIRMED.	FAILURE MODE-ERRATIC OPERATIOM. SUBCARRIER OSCILLATOR FAILED WHEN 118 OUTPUT WAS REPORTED ERRATIC. FAILURE WAS NOT OMFIRMED.	ID WHEN ITS COTPUT N	AS REPORTED E	RATIC. P	AILURE WAS NOT	
CORRECTIVE ACTION-REQUESTED A FU OF ASSEMBLY AND BEFORE REJECTION.	TED A FUNCTIONAL TEST SE PERFORMED ON UNITS SUSPECTED OF FAILING AFTER REMOVAL FROM THEIR JECTION.	ON UNITS SUSPECTED	OF FAILING AF	ER REMOV	AL PROM THEIR T	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	INSTRUMENTATION-A/8 A-98-24-4480-F TELEMETRY BET AND TRANSOUC TRANSOUCER, INSTRUMENTATION ERS	FAR 7-01723-11	640203 8AN	SAN DIE6 YE8 O NO	BOURNS 4E013-0-80-75E	50000
FAILURE MODE-OUT OF SPECIFIC. FICATION IS PLUS OR MINUS 1.0 FT.	FAILUME MODE-OUT OF SPECIFICATION OR TOLERANCE. TRANSDUCER INDICATED A STATIC ERROR OF PLUS 1.76 PERCENT. THE SPECI TCATION IS PLUS OR NIMUS 1.0 PERCENT. FAILUME WAS ATTRIBUTED TO OVERPRESSUMIZATION RESULTING IN A POSITION ZERO SHI T.	INDICATED A STATIC ED TO OVERPRESSURIZA	ERROR OF PLUS	1.76 PE	CENT. THE SPECI	
CORRECTIVE ACTION-REQUESTED	TED APPROPRIATE PERSONNEL TAKE STEPS TO PREVENT RECURRENCE OF THIS FAILURE HODE.	P& TO PREVENT RECUR!	ENCE OF THIS	AILURE 1		
INSTRUMENTATION-A/B LV-89-E4-4 TELEMETRY SET AND TRANSDUC OSCILLATOR ERS	LV-89-E4-444E-C OSCILLATOR	FAR 7-01488-861	640203 FAC	FACTORY TES	1 BEND IX 1041962-42	4 4 9 9
FAILURE MODE-FAIL TO OPERATE	RATE AT PRESCRIBED TIME. NO PRESUENCY CUTPUT WITH AN IMPUT STIMULUS APPLIED.	MCT OUTPUT WITH AN I	MPUT BTINUEUS	APPLIED		
CORRECTIVE ACTION-NOME.	FAILURE AMALYSIS MAIVED BY SLV REL	BLV RELIABILITY CONTROL.				
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC ERS	INSTRUMENTATION-A/B BLV-AS-24-4495 TELEMETRY SET AND TRANSDUC TRANSDUCER, INSTRUMENTATION ERB	FAR 69-01003-39	0 8AN	SAN DIEG TES O NO	вошяня	.
FAILURE MODE-ERRATION OFERAT- URES WERE NOT CONFIRMED, POSS ATION LEVELS WHICH MOULD CAUS ACT TRYING TO FOLLOW THE SINU INHIMA UP ON THE OIL FILM AND SIRED SPIRIMS.	FAILURE MODE-ERRATION OFERATION. TWO TRANSDUCERS FOR MEASUREMENT HSSF INDICATED SFIKING AND OUTPUT VARIATIONS. FAILURES MERE MOT CONFIRMED. POSSIBLE CAUSE OF THE REPORTED FAILURE COULD BE BUBLICATING THE TRANSDUCER TO SUSTAINED VIBRATION LEVELS MAICH MOULD CAUSE ITS PERFORMANCE TO DETERIORATE. AMOTHER POSSIBLE CAUSE COULD BE DUE TO THE MIFER CONTACT SATING TO FOLLOW THE BINUSOIDAL PRESSURE PLUCTUATION. WHILE RAPIDLY SWEEFING BACK AND FORTH, THE MIFER HAY BE SK INMING UP ON THE OIL FILM AND PERIODICALLY LIFTING OFF THE POTENTIONETER COIL. THIS CONDITION WOULD PRODUCE THE UNDER BIRED SPIRING.	REMENT HSSP INDICATI LURE COULD BE BUBJEC TE. ANOTHER POSSIBLI HILE RAPIDLY SWEEFII POTENTIONETER COIL.	D SPIKING AND TING THE TRAN- C CAUSE COULD RESACK AND PC THIS CONDITIC	OUTPUT DDUCER T BE DUE T RTH, THE N WOULD	ARIATIONS. FAIL D BUSTAINED VIBR D THE WIFER CONT WIFER MAY BE BK	
					PA4E 0808	

11 10H 1000

			-	1		Γ	
STOTEM SUB-BYSTEM	TEST/REPORT HUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	TINE DIF	PRI VENDOR HANE OTH VENDOR PART HO	9	
CORRECTIVE ACTION-FAILURES NOT CONFIRMED. 8 OVE H33P TRANSDUCER OUTPUT SPIRING. THE FFIL NE SPIRING SHOWLD NOT DESRADE PRESSURE DATA.	IRNED. THE FF	SLV INSTRUMENTATION DESIGN GROUP IS PROPOSING AN ELECTRICAL FILTER TO REM ILTER METWORK WILL BE INSTALLED IN THE TRANSDUCER HARMESS, FILTERING OUT TA.	PROPOSING E TRANSDUC	AN ELECTR. Er harner	ICAL FILTER TO ! B. FILTERING OU	EX P	:
INSTRUMENTATION-A/B LY-AS-14-210-F TELEMETRY SET AND TRANSDUC TRANSDUCER-PRESSURE-WIRING ERS	LV-A8-14-210-F TRANSDUCER-PRESSURE-WIRING	FAR 85-01107-63	\$50-D 640131	FACTORY	YES COLVIN NO 401-6-4-75	***************************************	:
FAILURE MODE-ELECTRICAL LEAK AT D THE BRASS CASE. CRACK DUE TO II	FAILURE WODE-ELECTRICAL LEAK AT PLUG. CAUSED BY A CRACKED SOLDER JOINT BETWEEN D the brass case. Crack due to improper solder joint preparation by the Vewdor.	BOLDER JOINT BETWEEP RATION BY THE YENDOR	. THE STAIN	A.C.S. STEE	BETWEEN THE STAIMLESS STEEL PRESSURE PORT AN VENDOR.	ŧ	
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR REQUESTED TO REVIEW SOLDER PREPARATION TECHNIQUES TO PRECLUDE FAILURES.	RATION TECHNIBUES TO	PRECLUDE	FAILUNES.		1	
INSTRUMENTATION-A/B LV-88-1 TELEMETRY SET AND TRANSDUC POMER I ERS	LV-88-24-4507-C POACH BUTPLY	7AR 87-01888-1	640131	FACTORY	YES BENDIX NO 1646173-2-A	9 03128	•
FAILURE MODE-FAILED DURING OPERATION. CORRECTIVE ACTION-NOME, FAILURE ANALYS	ING OPERATION. TINE, THE POWER BUP! FAILURE ANALYSIS WAS CANCELLED BY	TIME, THE POWER BUPPLY HAD NO 1880-YOLT DC OUTPUT.	DC OUTPUT.				
INSTRUMENTATION-A/B	1 1	FAR	640131	FACTORY	YES BENDIX NO 1946173-EA	89174E	742
TELENETRY SET AND TRANSDUC POMER ERS FAILURE MODE-OUT OF TOLERANCE.	: FOMER SUFFLY LAANCE. A HONITOR VOLTAGE OF 1.269 VDC WAS RECEIVED (EXPECTED WAS -1.140V DC).	VOC WAS RECEIVED (XPECTED W	16 -1.540V	. (98		
CORRECTIVE ACTION-NOME.	FAILURE AMALYSIS WAS WAIVED BY BLV RELIABILITY CONTROL.	LV MELIABILITY CONTRA	Ŕ				
INSTRUMENTATION-A/8 A-98-E TELEMETAY SET AND TRANSOUC PRE FL	A-98-24-4420-F C PRE FLIGHT CALIBRATOR-RELAY	FAR 87-15084-1	640130	FACTORY	YE &	9	8 8 8 8 8
FAILURE MODE-CONTANINATIOH, OUT GROUND, THE SHORT WAS CAUSED BY	IOH. OUTFUT WAS ZERO, THE FAILURE WAS CAUSED BY USED BY A POLDER GLOBULE.		AT BETWEEN	N N	A SHORT BETWEEN PIN 7 OF RELAY K-1 AND CASE	79E	
CORRECTIVE ACTIOM-PRODUC	CORRECTIVE ACTIOM-PRODUCTION AND INSPECTION PERSONNEL CAUTIONED TO EXERCISE GREATER CARE TO PRECLUDE	UTIONED TO EXERCISE	GREATER CA	RE TO PRE	CLUDE RECURRENCE.		
					PASE	\$0.20	

15 JUN 1986

: Clara	AND DESIGNATION OF A PAGE AND DESIGNATION OF	DIE OATA AQUECE	WENT CLE	,,,,,	100	1	
808-874TEN	FAILED COMPONENT MANE	3	DATE DIF	=	OTH VENDOR	BT NO	
INSTRUMENTATION-A/8 LY-88-24-4- TELEMETAT SET AND TRANSDUC OSCILLATOR ERS	LV-88-84-4483-F OSCILLATOR	FAR 87-01488-11	640130	PACTORY	YES BENDIK NO 1063017-11	-	•
FAILURE MODE-ERRATIC OPERATION. PERCENT OF BANDWIDTH SPIKING MA	BUSCARRIER S INDICATED	OBCILLATOR MODULE ASSEMBLY FAILED DURING VISRATION TESTING MHEN 25 TO 50 ON THE OBCILLATOR OUTPUT.	URING VIS	RATION TE	17234 WIEN 25	10 50	
CORRECTIVE ACTION-NOME, 1	THE FAILURE WAS NOT COMFIRMED.						
INSTRUMENTATION-A/S TELEMETRY BET AND TRANSDUC ERB	INSTRUMENTATION-A/S A-80-24-4465 TELEMETRY BET AND TRANSDUC DIFFERENTIAL ANPLIEFER, WIRING ERS	7AR 58-01120-3	840130	FACTORY	YES HATBERRY NO 128-1A		
FAILURE MODE-OPEN (ELECT), SECTER LEAD TO SECTION A.). SECTION A OUTPUT HAS B NV WHEN D.S NV IS EXPECTED. FAILURE CAUSED SY AN OPEN 28 VOLT FOM	I O.8 MV IS EXPECTED.	FAILURE C	AUBED BY	AN OPEN 28 VO	\$; ;
CORRECTIVE ACTION-ASSENGI	CORRECTIVE ACTION-ASSEMBLY TECHNIQUES IMPROVED TO INSURE ADEQUATE LEAD SUPPORT.	ADEQUATE LEAD SUPPORT	<u>.</u>				
INSTRUCENTATION-A/B LV-9D- TELEMETRY SET AND TRANSOUC HARNES ERS	LV-80-24-4504-F Harness Assimpl7	FAR 87-51458-327	2850 640130	£	YES 60/C		95526
FAILURE NODE-ELECTRICAL OPEN CI	OPEN CIRCUIT IN COMMECTOR 92-40137-002 AT PIN R TO THE B-1 YAW ACTUATOR.	7-008 AT PIN R TO TH	E B-1 YAW	ACTUATOR.			
CORRECTIVE ACTION-ALERY (CORRECTIVE ACTIOM-ALERT CCGNIZANT FACTORY PERBUNNEL OF THE FAILURE AND INSTRUCTION OF	E PAILURE AND INSTRU	110N OF 1	HE CORREC	THE CORRECT ASSEMBLY METHOD.	. HADD.	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC OSCILL	F148370/F1-SCO-U2-03 OSCILLATOR	COMPOSITE-4 FACT	5£ 640129	55 55	7 468 50		497529
FAILURE MODE-DRIFT, RF 3	FAILURE MODE-DRIFT, RF 3 CHANNEL 6 OBCILLATOR DRIFTED 18 PCT TOWARD THE LOW FREBUENCY SIDE OF THE BAHD.	PCT TOWARD THE LOW FI	REĞUENCY 8	10£ OF TH	E BANO.		
STATEM EFFECT-IMPROPER ANALOS	MALOS BISHALS.						
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-UNKNOWN.	***						
					944	PAGE 0204	

GENERAL DYNAMICS CONVAIR DIVISION

STEN BUB-STEIN	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	AITE TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B A-89-E4-4408-F TELEMETRY SET AND TRANSDUC TRANSMITTER-POWER SUPPLY ERS	A-88-E4-4468-F TRANSHITTER-POWER SUPPLY	FAR 27-01611-1	640169	FACTORY	YES BENDIX-PACIFIC NO SISOSSS-2	***************************************
FAILURE WODE-SHORT (ELECT). THE TRANSMITTER ET.S WOLTS DC APPLIED. FAILURE WAS CONFIRMED ODES MITHIN THE UNIT TO BE DESTROYED. CAUSE (POWER BUPPLY FAILED WHEN IT DID NOT INDICATE A RES VOLT DC OUTPUT WITH AND ATTRIBUTED TO THE RES VOLT OUTPUT BEING BHORTED. THIS CAUSED THE DIP THE INTERNAL BHORT IS HOT KNOWN.	T INDICATE PUT BEING	A EES W	LT DC CUTPUT WITH THIS CAUSED THE DI	
CORRECTIVE ACTION-NONE.						·
IMSTRUMENTATION-A/B: LV-99-84-4434C TELEMETRY SET AND TRANSDUC DIFFERENTIAL AMPLIFIER ERS	LV-98-84-4434C Differential Amelifier	FAR 87-01841-1	640129	FACTORY	YES MAYBERRY MO 114-9	***************************************
FAILURE MOE-FAILED DURING OFERATION.	46 OFERATION. AMPLIFIER MAD NO OUTPUT, FAILURE ANALYSIS WAS WAIVED BY SLV RELIABILITY CONTR	FUT, FAILURE ANALYSI	B WAB WAIV	176 AB 03	RELIABILITY CONTR	
CORRECTIVE ACTION-MOME.						
INSTRUMENTATION-A/B FRESC-EIGI.I TELEMETRY SET AND TRANSDUC POSITION TRANSDUCER ERS	FRESC-EIGE.E POSITION TRANSDUCER	UTF-&UAL/FPT 69-01005-1	640129	FACTORY	YES SERVONIC NO SU41-0101	98073
FAILURE MODE-OUT OF TOLERANCE. CYCLES OF THE LIFE TEST. NO CAU	FAILURE MODE-OUT OF TOLERANCE. THE TRANSDUCER WAS NOT LINEAR AND HAD LOW ELEMENT RESISTANCE AFTER THE FIRST 10,000 Cycles of the Life Test. No cause was determined and other units did not repeat the condition.	AR AND HAD LOW ELEWE UNITS DID NOT REPEAT	HT RESISTA THE CONDS	NCE AFTE! TIOM.	THE FIRST 10,000	
CORRECTIVE ACTION-HOME.						
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC ERB	FR69C-2165.8 TEMPERATURE TRANSDUCER	7-010-77-7-010-7-01-7-010-7-01-7-01-7-01-7	640129	FACTORY	YES ROSEWOUNT NO 150FD	***************************************
FALLURE MODE-OUT OF BPECIFICATION OF A TEMPERATURE STEP CHANGE WHE COVERING THE RESISTANCE ELEMENT	ON. DURING BASIC PROOF FRE 0.5 SECOND MAXIKUM (FAILURE RECONFISHED B		E.O SECON	DR TO 3MC BY EXCE!	RESPONSE WAS E.O SECONDS TO INDICATE 53.2 PERCENT THE FAILURE WAS CAUSED BY EXCESSIVE GLASS COATING 6402201.	
CORRECTIVE ACTION-60/C INFORMED ECT THICKNESS OF 6LASS COATING ON	FORMED THE VENDOR OF TEST RESULTS. THE VENDOR REVISED INSPECTION TECHNISUES TO INSURE CORR TING ON RESISTANCE ELEMENT AND INSTITUTED A SAMPLING TIME CONSTANT TEST PROGRAM.	THE VENDOR REVISED STITUTED A SAMPLING	INSPECTIO TIME CONST	N TECHNICANT TEST	UES TO INSURE CORR	
					PAGE 0209	

GENERAL BYNAMICS CONVAIR BIVISION

11 JUN 1106

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UNENTATION SYSTEM"A	INBORNE				
SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NULBER	VEHICLE Daye Dif	VEHICLE SITE DATE DIF TIME DIF	P N TO	VENDOR NAME VENDOR PART NO	
IMPTRUMENTATION-A/B TELENETAT BET AND TRANSDUC EAB	LV-88-84-4478-F : TRANDMITTER	FAR 88-01148-8	40180	FACTORY	-	TEXAS INSTRUME NTS 458578-7	****
FAILURE MODE-FAIL TO OPE T CONFIRMED.	TO CPERATE AT PRESCRIBED TIME. TELEMETRY TRANSMITTEN FAILED WHEN IT HAD MO OUTPUT. FAILURE WAS MO	TRANSMITTES FAILED	MEN 17 HJ	or of		FAILURE WAS NO	
CORRECTIVE ACTION-MONE.							
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSUUC ERS	8LV-99-24-4497-F DETECTOR-WIREM6	FAR 60-11116-1	8401E#	FACTORY	. d		***************************************
FAILURE MODE-SHORT (ELEC REYEALED THAT THE FAILURE RD 60-1111-7. THE SHORT M IDENTIFICATION), WHILE TH	FAILURE MODE-SHORT (ELECT), THE FREGUENCY DETECTOR FAILED MMEN IT HAD NO OUTPUT DURING TESTING, SUBSESUENT TESTING REVEALED THAT THE FAILURE WAS CAUSED BY A SHORT CIRCUIT BETWENTING STUD AND THE OUTPUT LEAD OM CIRCUIT BOARD AND SECTION OF THE ETCHED CIRCUIT BOARD (A HOLE-NUMBER ISENTIFICATION), WHILE THE OTHER LND OF THE HOLE-NUMBER WAS CRIMMED UNDER THE MOUNTING STUD.	HEN IT HAD NO OUTPU EEN THE NOUNTING ST HS A SECTION OF THE CRIMMED UPDER THE H	T DURING TO THE THE THE THE THE DOLLARS DO THE DURITHED TO THE DURITHME DOLLARS DE THE DURITHME DE THE DETENTIONE DE THE DESTREET DE THE DESTR	TESTAMS. 4	PUBBE LEAD NRO (BUENT TEBTING ON CIRCUIT BOA A HOLE-NUMBER	
CORRECTIVE ACTION-THE AS	CORRECTIVE ACTION-INE ABBEMBLY PERBONNEL WERE INSTRUCTED TO REMON; THE MOLE-NUMBER IDENTIFICATIONS FROM THE CIRCUIT BOARD AFIER THE UNIT IS ABBEMBLED AND BEFORE POITING.	NN-ENDE ENE LACHER	MABER SDENS	IFICATION	ž	ON THE CIRCUIT	
INSTRUCENTATION-A/S TELEMETRY SET AND TRANSOUC ERS	FRCSC-ED41.2 Pressure Transducer	UTP-8LT 69-01003-88	******	FACTORY	20	SCOTATATOS	***************************************
FAILURE MODE-OUT OF TOLERANCE, DURING PO SHOWED NOISE IN EXCESS OF SPECIFICATION.	RANCE, DURING PORTIONS OF THE TEMPERATURE-SINE/RANDOM VIBRATION TEST. THE TRANSDUCER OUTPUT F SPECIFICATION.	rature-bine/random	VIBRATION	1687. 198	4 4 4	NSDUCER OUTPUT	
CORRECTIVE ACTION-NOME.	STRESS LIMIT TESTING IS IN EXCESS OF DESIGN REGUIREMENTS.	F DESIGN REGUIREMEN					
INSTRIMENTATION-A/B TELENETRY BET AND TRANSOUC ERS	A-88-24-4423-C COMMUTATOR	FAR 87-18313-628	10f	FACTORY	1 8	VER BENGIX	
FAILURE MODE-OUT OF TOLE	NY TOLERANCE, COMMUTATOR SPEED WAS 4.85 CPS WHEN S CPS 18 EXPECTED.	B WHEN B CPS IS EXP	ECTE0.				
						1000	-1

SENERAL D. MANICA CONVAIR DIVISION

11 1UN 1948

BYBYEN BUB-BYBYEN	FEST/REPORT HUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE B	817E PR1	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B A-88-84-44; TELEMETAT BET AND TRANSDUC COMMUTATOR	A-88-84-4487-C COMMUTATOR	7.A.R. 18208-683	640187 FAC	FACTORY TES	YES BEHOLK MO	
FAILUME MODE-OUT OF TOLER TAKO, FAILUME AMALVAIS OF	PAILUME MODE-OUT OF TOLERANCE, APEED WAS 8-16 RPS DURING VIBRATION, WHEHEAS 2.5 RPS PLUS OR MIMUS 5 PERCENT 18 REGU 1810. FAILUME AMALTSIS OF THE COMMUTATOR WAS WAIYED ST SLV RELIABILITY CONTROL.	ELIABILITY CONTROL.	THE PLUS OR	8 80M2M	Services of the services of th	
CORRECTIVE ACTION-WOME.						
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMSDUC ERB	INSTRUMENTATION-A/B PAT-TP-69F-8167-1 TELEMETRY SET AND TRAMSDUC DIFFERENTIAL PRESSURE TRAMSDUCER ERS	UTP-PAT RT-01458-R1	640187 FAC	PACTORY NO	MIANCKO PR-4108-21	880834
FAILURE MODE-OUT OF TOLER BUSS, OUTFUT WAS OUT OF TO WABLE ERFOR IS PLUS OR MIN PRESSURE.	FAILURE WODE-OUT OF TOLERANCE, DURING ACCELERATION TEST WITH INPUT OF EG PSIG (REF., PRESSURE 750 PSIG) UNIT S/N 305 8033, OUTPUT WAS OUT OF TOLERANCE FROM MINUS 0.58 TO PLUS 2.74 PERCENT FS. MAX ERROR PLUS 3.52 PERCENT FS WHERE ALLO WABLE ERROR IS PLUS OR MINUS 3.5 PERCENT, FAILURE WAS CAUSED BY TEST SET-UP DIPFICULTY IN MAINTAINING 750 PSIG REF.	N INPUT OF EG PRID 74 PERCENT FS. MAX BY TEST SET-UP DIF	REF. PRESSUR RROW FLUS 3. ICULTY IN MA	E 750 PBI SE PERCEN INTAINING	E) UNIT B/N 305 F FB WHERE ALLO 750 PBIG REF.	
CORRECTIVE ACTION-60/C CO	CORRECTIVE ACTIOM-60/C COMDUCTED FAILURE REVIEW AND REVISED TEST PROCEDURE TP-69F-R167-1 BY DELETIM6 THE 750 PSIG R Eperence pressure reguirenent during acceleration testing,	TEST PROCEDURE TF-	A 第一件中特別—上書	DELET1146	THE 750 PRIG R	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	INSTRUMENTATION-A/B LV-99-24-4472-F Telemetry bet amd trambduc trambducer, instrumentation erb	FAR 48-01008-81	640185 8AM	SAM DIEG VES BOURNS O NO EGGTST	BOURNS EDD7371704	***
FAILURE MODE-ELECTRICAL O RCENT WAS EXPECTED. RESIST RESISTANCE ELENENT SHOWCD MOS OF THE OPEN MIRES. APP	FAILURE MOSE-ELECTRICAL OPEN, TRANSDUCER FOR MEASUREHENT PEGP INDICATED 188 PERCENT INFORMATION BANDWIDTH WHEN 4 PE Resistance element showed the element had burnt open, the typical high current globular fornation was found on the rms of the open hires, apparently an errongous voltage was applied to the transducer.	OP INDICATED 100 PEI IT BETWEEN PINE A A! PICAL HIEM CURRENT (PPLIED TO THE TRANBI	ICENT INFORMA ID C. MICROSC LOBULAR FORM HICER.	TION BAND OFIC EXAN ATION WAS	ADTH WHEN 4 PE INATION OF THE FOUND ON THE E	
CORRECTIVE ACTION-REGUEST ITY OF APPLYING EXCESSIFE	CORRECTIVE ACTIOM-REBUESTED CHECKOUT TROUBLESHOOTING PROCEDINES AND TECHNIGUES BE REVIEWED TO PRECLUDE THE POSSIBIL. 117 OF APPLYING EXCESSIVE VOLTAGES TO THE TRANSDUCER.	IMES AND TECHNISHES	BC REVIEWED	TO PRECLU	DE THE POSSIBIL	
INSTRUMENTATION-A/B FAR-LY-89-24-4489 Telemetry bet and Transouc Pressure Transoucer Erb	FAR-LV-88-E4-4488 Pressure Transoucer	FAR 7-61724-7	648124 FAC	FACTORY YES	YES BOURNS WG 71724-0-18-752	
FAILURE MODE-OUT OF TOLER OF THE DOUBLE MIPER AND MAI E INCORRECTLY ABBEMBLED.	FAILURE MODE-OUT OF FOLERANCE, THE TRANSBUCER FAILED WHEN THERE WAS NO OUTPUT VOLTAGE AT PROOF PRESSURE, POSITIONS OF THE DOUBLE MIPER AND MANDREL PERHITIED DISENSABENENT BEFORE PROOF PRESSURE WAS REACHED. THE MIPER AND MANDREL WER E INCORRECTLY ASSEMBLED.	HERE MAS NO CUTPUT .	IOLTASE AT PR 18 REACHED. T	NE NIPER	URE. POSITIONS AND MANDREL WER	

GENERAL DYNAMICS CONVAIR DIVIDION

**** *** **

DIFFICULTIES ARVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

STATEN SUS-STATEN	FAILED C	TEST/REPORT NUMBER	BIF DATA LOUPER PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	911E	PRI VENDOR NAME OTH VENDOR PART NO	ANE IRT NO	
CORRECTIVE ACTION	CORRECTIVE ACTION-VENDOR REVISED INSPECTION PROCEDURE TO SHOW FULL WOLTASE OUTFUT AT PROOF PRESSURE AND REFAIRED TH IR X-V PLOTTER, USED TO CHECK OUT THESE TRANSDUCERS, WHICH MAS INFROFERLY WIRED.	TION PROCEDURE TO BHO TRANSDUCERS, WHICH M	N FULL VOLTAGE GUTS	UT AT PROO	28.	NE AND REPAIR	1£0 TM	+ • • • • • • • • • • • • • • • • • • •
1 `	B LV-88-24-4408-C TRANSDUC BUBCARRIER OBCILLATOR	C ILLATOR	FAR 7-01486-861	+0184	FACTORY	YES BENDIK MO 5041862-4-8	*	**
FAILURE MODE-OUT OF SP MUS 45 CPS 18 EXPECTED.	OF BPECIFICATION. WITH IMPUT OF -0.16 VOLTS OUTPUT PRESUCINCY WAS 31,662 CPS WHEN 31,645 PLUS OR HI	I INPUT OF -6.16 VOLTS	OUTPUT PRESUGNCY :	448 31.688	CPB WHEN	35.845 PLUS	11 80	,
CORRECTIVE ACTION-NOME.	-NOME. FAILURE AMALYSIS CAMCELLED.	8 CAMCELLED.						
INSTRUMENTATION-A/B TELEMETRY SET AND T ERB	B LV-88-E4-4487-F TRANSDUC PONCR SUPPLY-WIRING		FAR 27-12991-1	1990 6	ET.8	YES BEHOIM-PACIFIC NO 1046173-2-A	1-A	
FAILURE MODE-OUT	FAILURE MODE-OUT OF TOLERANCE. POWER SUPPLY FAILED WHILE IMSTALLED IN A TELEMETRY PACKAGE. UNIT HAD MO OUTPUT BELOM 54 DEGREES FAHREMHEIT. FAILURE WAS CONFIRMED AND ATTRIBUTED TO THE LEADS TO THE RESISTOR R-1DE BEING REVERSED.	PPLY PAILED WHILE ING IRNED AND ATTRIBUTED	TÁLLED IN A TELEME! TO THE LEADS TO THE	IRV PACKAGE : REBIBTOR	R-10E BE	AD NO OUTPUT ING REVERSED,	#673 8	
CORRECTIVE ACTION	N-RECONNENDED VENDOR REVIEW INPRECTIVM PROCEDURES.	VIEW INSPECTION PROCE	oures.					
INSTRUMENTATION-A/B TELEMETRY BET AND T	# A-09-It-4448 framsouc Transoucer, Bracker		FAR 7-01723-13	*******	FACTORY	YES SOURHS NO 42013-0-100-78	00-78	***
FAILURE MODE-CARA D TO EXTREMELY LOW MANOREL SUPFORTING DOWN, DRAWING THE WAS VERY LOW AT THE BY ACCOUNTING FOR I	FAILURE MODE-CRANTIC OPERATION, TRANSDUCER MAS ERRAT; C DURING A ROUTINE PERIODIC CALIBRATION, FAILURE WAS ATTRIBUTE D TO EXTREMELY LOW MIPER ARM TENSION WAS CAUSED BY INCOMPLETE ASSENSLY OF THE MADREL SUPPORTING BRACKET. THE MADREL SUPPORTING SPACKET, THE DOWN DAYS BEACKET THE BRACKET SHOULD HAVE BEEN SHUGGED DOWN. DEAVING THE BRACKET SHOULD HAVE BEEN SHUGGED DOWN. DEAVING THE MADREL INTO THE MIPER ARM, INCREASING ARM TENSION TO MORRABLE VALUES. HASTEAD, THE TENSION WAS VERY LOW AT THE LOW-PRESSURE ENG OF THE MANDREL, GROUNDLY INCREASING AS THE HIGH PRESSURE END IS REACHED, THERE SY ACCOUNTING FOR ERRATIC OPERATION PREDOMINANTLY AT THE LOW STAKING LACGUER! ON THE SCREW NEADS PROVES THE PROBLEM ENESTED BEFORE THAT CHECKED BEFORE THAT CHECKED BEFORE THAT CHECKED BEFORE THAT CHECKED THE PROPERTY.	CER MAS EMRATIC DURING THE MAS CAUSED BY INCO Y PARTIALLY & PRODUED ARM, INCREASING WIFE THE MANDREL, SEADUALLE VENDOR.	HELETE ABSENBLY OF TAME FREE END OF TAME FREE END OF TO WORK TO MOD INCREABING AB THE IND. STAKING LACGUE	IC CALIBRAT THE MANDRE THE BRACKET PREBRIC VAL : HIGH PREB	ION. FAIL BUPPOR BHOULD UCB. INB BURE END BCREW HEL	LURE MAS ATTRING BRACKET, 1946 BEEN SHE TEAD, THE TEAD, 108 PROVES THE	THE THE PROPERTY THERE	

CORRECTIVE ACTION-VENDOR HAS TAKEN STEPS TO PRECLUDE FAILURES DUE TO LOW WIPER ARK TENSION BY CHECKING POR A S PLUS OR HINUS ONE-HALF SEAM TENSION.

SEMERAL DYNAMICS CONVAIR LIVIBION

BYDTEM	TEST/REPORT NUMBER DIP DATA SOURCE VEHICL	DIF DATA SOURCE	VEHICLE	37.16	=	VENDOR NAME		
8U8-878TEN	FAILED COMPONENT NAME	PART NUMBER	DATE DIF	TIME DIF OTH	O TE	VENDOR PART NO		
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	FET-TP-2-0280.1 RANSDUC PRESSURE TRANSDUCER	UTP-PET 7-01731-8	640123	FACTORY	22	#OURNS 71784-6-6-788	•••	
FAILURE HODE-OUT OF TOLE LIMIT. THE FAILURE HAD	FAILURE WOOK-OUT OF TOLERANCE. STATIC ERROR BAND WAS OUT OF TO TRANCE G.23 AND G.70 PERCENT FSV/R OVER THE D. LIMIT. THE FAILURE WAS NOT CONFIRMED, FAILURE WAS FOUND DUE TO HUMAN ERROR AND/OR TEST ESUIPMENT ACCUMACY.	TO-ERANCE G.23 AND TO HUMAN ERROR AN	0.78 PERC 0/OR TEST	ENT FBV/I	ACCU	G.23 AND G.79 PERCENT FBV/R OVER THE SPECIFIE Error and/of Test Equipment accuracy.		
CORRECTIVE ACTION-MOME.	MO FAILUME, TEST LAS PERSONNEL MERE ADVISED.	ADV18ED.						
IMSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	I LY-89-E4-4417-C TRANSDUC POMER CHAMGEOVER BWITCH	FAR 7-01788-3	840122	FACTORY	# Q	KIMETICO M178-4	1	
FAILURE MODE-FAIL DURING	DURING OPERATION, FAILED TO OPERATE AT 40 DEGREEB F.	DEGREES F.						
CORRECTIVE ACTION-MOME,	AMALYBIS WAIVED.							
IMSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	#LV-99-E4-4498 RANSDUC DETECTUR-FOTENTIONETER	FAR 89-11116-1	#401EE	FACTORY	40 M	YES SPECTROL. NO 80	******	
FAILURE MODE-OUT OF SPEC! TIOM REBUIREMENT OF S.GDD & BEING BURNED OUT,	FAILURE MODE-OUT OF SPECIFICATION, FREGUENCY DETECTOR FAILED WHEN THE OUTPUT COULD NOT SE ADJUSTED TO THE SPECIFICA TION REGUIREMENT OF S.GOD PLUG OR MINUS D.GOS VOLTS DC. FAILURE MAS COMFIRMED AND ATTRIBUTED TO THE POTENTIOMETER R- S SEING BURNED OUT.	MEN THE OUTPUT C.	OCLD WOT B	E ADJUSTE	6 A	THE SPECIFICA ENTICHETER R-	·	
CORRECTIVE ACTION-RECOMM HER CURRENT CAPACITY POTEN	I-RECCHMENDED A BURYET BE INITIATED TO REMOVE AND REPLACE SPECTROL MODEL-6D POTENTIONETERS WITH HIS Ty potentioneters,	TE AND REPLACE SPEC	FROL MODEL	-69 POTE	TIONE	TERS MITH HIG		
INSTRUMENTATION-A/B TELEWIRY BET AND TANNSDUC ERS	A-99-24-4463-F BURCARRIER OSCILLATOR	7AR 58-61174-1277	10F 6401EE	FACTORY	YES BENDIX No. 106814	BEHO!X 1062141-AG	700 00 00 00 00 00 00 00 00 00 00 00 00	

PASE 0208

PAILURE MODE-ERRATIC OPERATION, MOISE AND SPIKING UP TO SO PERCENT ISM.

CORRECTIVE ACTION-NOME, FAILURE NOT CONFIRMED.

\$7.5TEM	TESTARFORT NUMBER DIF DATA SOURCE VEHICL	DIF DATA BOURCE	VEHICLE	\$17K		VENDOR NAME	
808-875K	FAILED CONFORENT NAME	PART NUMBER	9ATE 01F	TIME DIF		OTH VENDOR PART NO	·····
INSTRUMENTATION-A/B LY-AS-24-3510-F TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	LV-A4-B4-1810-F PRESCRE TRANSCULES	7-01781-0	2960 640122	FACTORY	2 8	BOURNS 71724-0-55-752	
FAILURE MODE-OPEN, ELECTRICAL, E MISSILE, FAILURE MOY CONFIRMED DESIGN SPECS, THE MOUNTING BRA	FAILURE WODE-OPEN, ELECTRICAL. UNIT INDICATED AN OPEN WHEN NOT PRESSURIZED AND HYDRAULIC PRESSURE MAS APPLIED TO TH E miðsile. Failure mot comfirmed, homevem it is beligved the visration levels at the area of installation mat exceed Desien specs. The mounting bracket was not installed per blue print.	OT PRESSURIZED AND VISRATION LEVELS A	HYDRAULIC	PRESSUR!	E KAS	APPLIED TO TH TOM MAY EXCEED	·······
CORRECTIVE ACTION-IT MAS REP.	CORRECTIVE ACTION-IT WAS RESUGSIED THAT THE BRACKET BE INSTALLED PER BLUE PRINT, EMGINEERING IS PREPARING L to monitor and deterning a levels of vibration at point of installation.	ILLED PER BLUE PRIN 7 INSTALLATION.	IT. ENGINEI	. 61 9WING	MEPA	REMG A TEST TO	
INSTRUMENTATION-A/B LY-08-E4-433E-F TELEMETRY SET AND TRANSCUC CHANGEOVER SHITCH ERB	LV-88-24-4332-F : CHAMGEOVER 841TCH	FAR 7-01728-3	1210+9	FACTORY	ž 8	KINETICS N-178-4	\$ 2 6 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7
FAILURE MODE-CONTABINATION. T OR BECAUSE OF INTERNITTENT ICOM GREASE OM THE PINS AND ATER DEGREE OF DISCONTINUITY	FAILUME MODE-CONTAMINATION. THREE POWER CHANGEOVER SMITCHES FAILED BECAUSE OF THEIR FAILUME TO TRANSFER ELECTRICALL T or because of intermittent electrical transfer. Failures were compirmed and were due to a meany application of sil Icom grease om the pins and bockets. Causing intermittent operation of the switches at ambient temperature and a gre Ater degree of discontinuity at longe temperatures.	FAILED BECAUSE OF THE CONFIRMED AND A TRATION OF THE SWILL	THEIR FAII ERE DUE TO CHES AT A	.WE TO TI DA HEAVY BICHT TEI	RANSF APPL MPERA	ER ELECTRICALL ICATION OF BIL ITURE AND A GRE	
CORRECTIVE ACTION-RECOMMENDED THE APPROPRI ENCE TO OPERATIONAL TEMPERATURE REQUIREMENT CONTACTS, ALSO RECOMMENDED ALL SWITCHES BE PLACEMENT PARTS. RECOMMENDED VENDOR CHANGE ONE TO AGE MANDENING.	THE APPROPRI E REGULAENEM SMITCHES BE ENDOR CHANGE	ATE DESIGN GROUP INVESTIGATE THE SPECIFICATION FOR THIS SHITCH WITH REFER S AND SHORTENED LIFE CYCLE TEST TO ALLOM ELIMINATION OF THE LUBRICANT ON SUBJECTED TO TERO OPERATIONAL TEMPERATURE, USING ONLY THOSE PASSING AS REHAMITACTURING PROCESSES TO KLIMINATE EXCESS LUBRICATION AND LUBRICANTS PR	CIFICATION LLLOW ELIN NATURE, US.	4 FOR THI.	S SUI	SWITCH WITH REFER THE LUBRICANT ON HOSE PASSING AS RE AND LUBRICANTS PR	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	INSTRUMENTATION-A/B LV-80-24-4459-F TELEMETRY SET AND TRANSDUC TRANSDUCER, INSTRUMENTATION STRAP Erb	FAR 7-01783-11	2850 640121	ar z	1 2	YES CEC NO 4-340-NA-50	200
FAILURE MODE-ERRATIC OPERATION, TRAN N. AMALYSIS REVEALED STATIC ERROR OF FAILURE COULD NOT DE CONFIRNED, THE M TO THE BELLOMS BEING EXCESSIVELY BE DGING AGAINST THE CASE DURING PRESSUR ER COMMECTIONS BETWEEN ELECTRICAL PLU OFF AND THE WIRE WAS STIDERED TO THE HE MANDREL.	FAILURE WODE-ERRATIC OPERATION, TRAMSDUCER FOR MEASUREMENT FIP EXHIBITED ERRATIC SEMAVIOR DURING AM END-TO-END CHECK A AMALYSIS REVEALED STATIC EMRON OF "-2.31 PERCENT MEN IPLUS ON MINUS 1.0 PERCENT IS ALLONED. HOMEVER, THE MEPONTED FAILURE COULD NOT DE CONFITNED. THE NEGATIVE STATIC ERROR WAS ATTRIBUTED TO THE STRAP CONNECTING THE WIPER MECHANIS M TO THE SELLONS BEING EXCESSIVELY SENT, THE MIPER COUNTERWEIST WAS FOUND LODE AND COULD MAKE BEHT THE STRAP STAD DGING AGAINST THE CASE DURING PRESSURIZATION, INVESTIGATION ALSO SHOWED WEAR STREAKS ON THE RESISTANCE MANDREL, SOLD ER COMNECTIONS RETMEEN ELECTRICAL PLUG MIRES MERE OF POOR BUALITY WITH BROKEN STRANDS, ONE TERMINAL AFPARENTLY SROKE OF AND THE WIRE WAS RIDING ON THE END SUPPORT OF THE MANDREL.	IP EXHIBITED ERRAINS ON WINDS 1.0 PER A ATTRIBUTED TO THE SHIT WAS FOUND LOOKED WEAR BILLTY WITH SROCKH I CONDITIONS THE WIN	TIC BEHAVIONE IS ALLE STRAP COUNTRE AND COUNTRE AND COUNTRE AND COUNTRE AND COUNTRE AND SHEET WAS RICH	OR DURING COMEL, NO CONFEL, NO CONFEL, NO CONFEL, NO CONFER BERRING THE REBIR ON TO CONFER CO	AK E THE TANGE	END-TO-END CHEC I, THE REPORTED MIPER MECHANIS HE STRAP BY LO E MANDREL, BOLD PARENTLY BROKE 40 BUPPORT OF T	
CORRECTIVE ACTION-MOME, THE FAILURE MAS NOT C. INCE MAY 1960 AND NONE ARE PRESENTLY IN STOCK.	CORRECTIVE ACTION-NOME, THE PAILURE MAB NOT COMFIRMED, CONVAIR HAB NOT PURCHABED ANY TRANSDUCERB FROM THIS VENDOR Hee may 1960 and nome are presently in Stock,	IIR HAB MOT PURCHA!	BED ANY TR	1 MBD UCER 8	8	M THIS VENDOR &	
						PACE 0210	

SENERAL DOMANICS CONVAIR DIVISION

18 JUN 1066

	***************************************		003273		* * * * * * * * * * * * * * * * * * *		4	
VENDOR NAME VENDOZ PART NO	И1 АНСКО PE-41 DE-21	PORTION OF SAT M SHOWED ALL P	INVESTIGATION	ICH WAS CYCLED	ABE TO COLLECTO	ON OF POSSIBLE		RE CAUSED BY A
BITE PRE	FACTORY NO	AT IR POINTS DURING CALIBRATION PORTION OF SATERROR SINCE FINAL CALIBRATION RUN SHOWED ALL P.	T NAS TURNED ON.	OM RF PANEL. BWIT	TRANSISTOR 6-1 BA	DING INVESTIGATIO	FACTORY NO	B ALLOWED. FAILUM
DIF DATA SOURCE VEHICLE PART NUMBER DATE DATE DIP	-61	AT 1E POINTS DUR ERROR SINCE FINA TO CONTINUE ON SA	COMPOSITE-B FACT 199D 6401ST HIT SEVERAL TIMES WHEN IT	LUTON COMMAND FROM RF.	2850 2850 40117 E WAS CAUSED BY T	GROUP, RECONNEN	2810	S RES MAXIMUM S.
	7.4	FAILURE MODE-OUT OF TOLERANCE. UNIT 8/N 30303033 WAS OUT OF TOLERANCE AT 12 POINTS DURING CALIBRATION PORTION OF SAT 18FACTORY PERFORMANCE TEST, FAILURE MAS WOST PROSABLY CAUSED BY HUMAN ERROR SINCE FIMAL CALIBRATION BUN SHOWED ALL POINTS WELL WITHIN THE ALLOWABLE PLUS AND NINUS 1 PERCENT TOLERANCE. CORRECTIVE ACTION-6D/C CONDUCTED FAILURE REVIEW AND ALLOWED TESTING TO CONTINUE ON SAME UNIT.	JPR-4CO-04-199 COMPOSITE-B FACT 189D 12 YES UPPLY-RF 1 FACKAGE HO 640117 HO 75 F A PACKAGE FAILED TO TRANSHIT SEVERAL TINES WHEN IT WAS TURNED ON. INVESTIGATION	SYSTEM EFFECT—OPERATION DOES NOT START, RF 1 PACKAGE DID NOT COME ON UPON COMMAND FROM RF PANEL. BWITCH WAS CYCLED SEYERAL TIMES AND PROPER OPERATION WAS OBTAINED. YENICLE EFFECT-NOME. CORRECTIVE ACTION-RF PACKAGE S/M 112-0015 WAS SENT TO LAS FOR REPLACEMENT OF POWER SUPPLY.	1-4440-F CHAULTICHER TRANSISTOR ET-12380-815 640117 NO OUTPUT ON MEASUMEMENT PEED, FAILURE MAS CAUSED BY TRANSISTOR 6-1 SASE TO COLLECTO	CORRECTIVE ACTIOM-RAR LY-90-24-8248 WAS WRITTEN TO THE SYSTEN DESIGN GROUP, RECONNENDING INVESTIGATION OF	747 24	RATE WAS 10.52 RPS WHEN 10.5 RPS MAXINUM 18 ALLOWED. FAILURE CAUSED SY Of the commutator.
TEST/REPORT NUMBER FAILED COMPONENT NAME	F-ELST-1 IAL PRESSUR TRAN	HAS MOST PROBABLE AND HINUS & PER	FTABSSS/PR-4CO-04-199 POWER BUPPLY-RF 1 FACKAGE ATIOM. RF 1 FACKAGE FAILED	START, RF 3 PACKAGE WAS GRAND.	4-4440-F COMDITIONER TRANSISTOR OUTPUT ON MEASUREHENT TURE.	248 WAS WRITTEN TO APPLICATION,	P02	COMMUTATOR RATE WAS CTERISTICS OF THE CO
1144	INSTRUMENTATION-A/B PAT-TP-69F-8167-1 TELEMETRY SET AND TRANSDUC DIFFERENTIAL PRESSURE TRANSDUCED ERS	FAILURE MODE-OUT OF TOLERANCE, UNIT 8/N 3050035 MAS OUT OF TOLERAN 18FACTORY PERFORMANCE TEST, FAILURE MAS MOST PROSABLY CAUSED BY HUNGINES MELL MITHIN THE ALLOWABLE PLUS AND NINUS 3 PERCENT TOLERANCE, CONTECTIVE ACTION-60/C COMDUCTED FAILURE REVIEW AND ALLOWED TESTIM	INSTRUMENTATION-A/B FTABSSS/PR-4CO-04-199 TELEMETRY BET AND TRANSDUC POWER BUPPLY-RF 1 FACKAGE ERB FAILURE MODE-ERRATIC OPERATION, RF 1 FACKAGE FAILE	STATEM EFFECT-OPERATION DOES NOT START, AF 1 PA SEVERAL TIMES AND PROPER OPERATION WAS OSTAINED. VEHICLE EFFECT-NOME. CORRECTIVE ACTION-RF PACKAGE R/M 112-0015 WAS B	12002	.RAM LY-90-24-624. 17088 FOR THIS AF!	INSTRUMENTATION-A/B LV-AS-24-4456-F TELENETAY SET AND TRANSDUC COMMUTATOR ERS	FAILURE MODE-OUT OF TOLERANCE, COMMUTATOR BMIFT IN ELECTRONECNANICAL CHARACTERISTICS
8787EH 848-8787EH	INSTRUMENTATION-A/B TELEMETRY SET AND TR ERS	FAILURE MODE-OUT OF TOLERANCE, U SFACTORY PERFORMANCE TEST, FAILU HATS WELL MITHIN THE ALLOWASLE P CORRECTIVE ACTION-60/C COMDUCTED	INSTRUMENTATION-A/B TELEMETAY SET AND TR ERS FALLURE MODE-ERRAT	STATEM EFFECT-OPERATION DOEN NOT EVERAL TIMES AND PROPER OPERATION VEHICLE EFFECT-NOME.	INSTRUMENTATION-A/B LV-9D-2 TELEMETRY SET AND TRAMSDUC SIGNAL ERS FAILURE MODE-ELÉCYRICAL OPEM, NO R JUNCTION OFENING AT LOW TEMPERA	CORRECTIVE ACTION-RAN LV-9D-24- Reflacement transistors for this	INSTRUMENTATION-A/B TELEMETAY SET AND TR ERS	FAILURE MODE-OUT OF TOLERANCE. MIFT IN ELECTRONECHANICAL CHARA

DIFFICULTIES AF

AT. STRUMENTATION STRUCK ALBOANS

أرسي والمناسف والمناس						
AVATEM BUB-AVATEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE I	SITE PRI TIME DIF OTH	VENDOR NAME	
CORRECTIVE ACTION-HOME.	,					:
INSTRUMENTATION-A/B FRESC TELEMETRY SET AND TRANSDUC TRANS ERS	FRESCRIPT.S Transducer Seal	UTP-PRT 7-01648-9	9/09 4110+9	934	BOSEHOUNT 134A6	***************************************
FAILURE MODE-LEAK-EXTERNAL. TRAMBOUCER BEAL.	FAILURE MODE-LEAK-EXTERMAL. THE TRANDUCER LEAKED EXCEBBIVELY WHEN 1500 PBIA WAS APPLIED. THE LEAKAGE WAS PAST THE Transoucer seal.	IVELY WHEN 1500 PSIA 1	4A8 APPLIED. 1	HE LEAKA	IC WAS PAST THE	
CORRECTIVE ACTION-MOME, THE LEAKAGE PAST THE SEAL DOES WE AND WHEN CONSIDERED AS AN INSTALLATION IS ACCEPTABLE	LEAKAGE PAST THE SEAL DOES N INSTALLATION IS ACCEPTABLE T	NOT FALL MITHIN THE SCOPE TO DESIGN.	OF THE	CIFICATIO	SPECIFICATION CONTROL DRAWS	
INSTRUCENTATION-A/B LY-99 TELEMETAY BET AND TRANSDUC CALIBERS	-99-24-4445 Librator	7.AR 7-42928-5	640117 FAC	FACTORY YES		
FAILURE MODE-ERRATIC OPERATION, COMPRISES ALTERNATE POSITIVE AND LIABILITY CONTROL,	IOM. THREE POBITIVE PULBES WERE BEING SENERATED TO ONE NEGATIVE PULBE. MORMAL OPERATION AND NEGATIVE PULBED, FAILURE ANALYBIS OF THIS IN FLIGHT CALIBRATOR MAS MAIVED BY SLV RE	RE BEING GENERATED TO AMALYBIB OF THIS IN I	OME NEGATIVE	FULBE. M	GENERATED TO ONE NEGATIVE PULBE. MORMAL OFERATION B OF THIS IN FLIGHT CALIBRATOR WAS WAIVED BY SLV RE	
CORRECTIVE ACTION-HONE, FAILUR	.URE AMALYSIS WAS WAIVED.					
INSTRUMENTATION-A/B FR-69 TELEMETAT SET AND TRANSDIKC TEMPE ERS	-69C-2037.1 FERATURE TRANSDUCER-ORING	UTP-PR1 T-01668-8	640117 60/C	D 25	ROSCHOUNT	691154
FAILUME MODE-LEAK EXTERNAL. THE SPECINEM LEAKED AT 1000 PBIA. THIS MAS CAUSED BY A BROKEN O-RING. AFTER THE O-RING MAS REPLACED. IT BEGAN LEAKING AT 2500 PBIA.	THE SPECIMEN LEAKED AT 1000 IN AT 2500 PBIA.	PSIA, THIS MAS CAUSED	BY A BROKEN (FRING. AL	TER THE O-RING	
CORRECTIVE ACTION-NO FAILURE. THE TRANSDUCER.	. LEAKAGE BETWEEN THE O-RING AND THE TEST PIXTURE IS NOT TO	AND THE TEST PIXTURE	18 NOT TO BE	CONAIDERI	BE COMBIDERED A FAILURE OF	
INSTRUMENTATION-A/B FRS: TELEMETRY SET AND TRANSDUC TEM ERS	FRSSC-2178.1 Temperature tramsducer beals	UTP-PRT 7-01649-11	640117 FAC	FACTORY YES	YES ROSEMOUNT NO 134AC	
FAILURE MODE-LEAK-EXTERMAL, DURING INITIAL EXAMINATION OF UNIT, EXCEBBIVE LEAKAGE C/mim is allomable at 3000 psia. The Failure was due to the stainless steel o-ring surface discontiauities.	DURING INITIAL EXAMINATION OF UNIT, EXCESSIVE LEARAGE IA. THE FAILURE WAS DUE TO THE STAINLESS STEEL O-RING	F UNIT: EXCESSIVE LEAVINE BEALDHE		AT EGDG : APABLE ON	OCCURRED AT EGGG PRIA WHERE 2.5 C BEING INCAPABLE OF BEALING MINOR	
					PAGE DELE	

		N 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	,	********		in N 0 0 0			
P	•	•		•				.	
VENDOR NAME VENDOR PART NO	OUCH THE HEAD O	ROSEWOUNT 15GFD 15GFD 11A. THE FAILUR	CHECK ADDED TH	WIANCKO PE-4106-13	RANGE, OUTPUT WAS OUT OF SPECIFICAT Mic-1-20600, (\$/m \$110114).			SPECTROL MODEO	
# 0 # 0	#	4 C	KA CE	33	30 55	2 2	ito.	ž 3	ŧ
817E 71MC 01F	ECK ADDED	FACTORY ELY AT GOI	O THE LEAL	FACTORY	007FUT WA:	FACTORY	EXPEC.	FACTORY	IE JUNCTI
VEHICLE DATE DIF	EAKASE CHI	640117 EXCEBBIY	CC/HIN AM	640117	C RANCE,	640116	800°0 80N	640116	T LEAD WIL
DIF DATA SOURCE PART NUMBER	O 18 CC/HIN AND THE LEAKASE CHECK ADRED THROUGH THE HEAD	UTP-PRT T-01684-28 DUCT, THE UNIT LEAKED	ROM 2.5 CC/MIN TO 10 ETION OF TESTS.	UTP-GUAL/PPT 27-01352-13	TEST IN 250 KC TO 1.65 MC RANCE, OUTFUT WAS OUT OF SP. NOT BEING AS SPECIFIED IN MIL-1-26600. (8/M 3110114).	747 84-18408-18	MEN 0.047 PLUS OR MI		TER REDIBTANCE ELENSN
TEST/REPORT HUNGER FAILED COMPONENT NAME	PHABLE LEARAGE RATE WAS RAISED TO FOLLOWING COMPLETION OF TESTS.	NSTRUMENTATION-A/D FRESC-2163.2 ELEMETRY SET AND TRANSDUC TEMPERATURE TRANSDUCER 7-01664-23 RS RS FAILURE WODE-LEAK-EXTERNAL, DURING EXAMINATION OF THE PRODUCT, THE UNIT LEAKED EXCESSIVELY AT 6000 PSIA. THE FAILURE WAS PROPABLY CAUSED BY SEAL BURFACE DISCONTINUITIES IN THE SPECIMEN.	OMABLE LEAKAGE RATE WAS RAISED FROM 2.5 CC/MIN TO 10 CC/MIN AND THE LEAKAGE CHECK ADDED TH CH TEST SPECIMEN FOLLOWING COMPLETION OF TESTS.	INSTRUMENTATION-A/B PPT-TP-69F-1795-1 TELEMETRY SET AND TRAMSOUC DIFFERENTIAL PRESSURE TRANSOUCER Erb	DURING MIL-1-RESDO RFI UDED BY TEST EQUIPMENT POR TRANSOUCER, TEST 6	A-99-24-4466-F Limiter Filter	ANCE. AC OUTPUT WAS 9.005 VOLTS WHEN 0.047 PLUS OR MINUS 0.005 18 EXPECTED ILLURE NOT CONFIRMED.	SLV-99-24-4445-F Detector-Potentioneter	FAILURE MODE-OUT OF TOLERANCE. FOORLY SOLDERED FOTENTIONETER RESISTANCE ELENENT LEAD WIRE JUNCTION.
M31676 M31676-846	CORRECTIVE ACTION-THE ALLOWABLE I	INSTRUMENTATION-A/D FR69C-2165.2 TELEMETAT SET AND TRANSDUC TEMPERATURE TRANSDUCER ERS FAILURE MODE-LEAK-EXTERNAL, DURING EXAHINATION E MAR PROPABLY CAUSED BY SEAL BURFACE DISCONTINU	CORRECTIVE ACTION-THE ALLOWABLE I	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC D ERB	FAILURE MODE-OUT OF TOLERANCE, I IOM. FAILURE DETERMINED TO BE CAI CORRECTIVE ACTION-NOME REQUIRED	INSTRUMENTATION-A/B ATTELEMETRY SET AND TRANSDUC LERS	FAILURE MODE-OUT OF TOLERANCE, AC CORRECTIVE ACTION-MOME, FAILURE N	INSTRUMENTATION-A/G TELEMETRY BET AND TRANSOUC D ERB	FAILURE MODE-OUT OF TOLERA

10 JUN 1006

878TEN 806-878TEN	TEST/REPORT HUMBER FALLED COMPONENT MAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE PAS VEHOOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
CORRECTIVE ACTION-RAR BLV-86-24-	BESI RECOMMENDING	SURVEY REPLACEMENT OF THE SE	THE SPECTROL MODEL SO POTENTIOMETERS.	122
INSTRUMENTATION-A/B CT-88-8 TELEMETRY SET AND TRANSDUC POMER 8 ERB	CT-89-84-3084-P POMER BUPPLY	4 - D - D - D - D - D - D - D - D - D -	640118 SAWSIEGO YES YES	•
FAILURE MODE-FAIL DURING OPERATIOH, TRANSDUCER 124 OHM 1 PERCENT 1/8 WATT RESISTOR, WAS FOUND 12D OHMS, TESTS OF THE RESISTOR IN AND OUT OF IME POWER SUPPLY, FAILURE WAS ATTRIBUTED TO A 28 10MS FOR MISAPPLICATION WERE NOT DETERMINED.	OPERATION, TRANSDUCER POWER SUPPIT RESISTOR, WAS FOUND BURNED, DAISISTOR IN AND OUT OF THE CIRCUIT AS ATTRIBUTED TO A 22 YOLT DE EXIRE NOT DETERMINED.	LY EMITTED SHOKE FROM RKLY DISCOLORED, AND INDICATE THE MALFUM TERNAL APPLICATION TO	OH. TRANSDUCER POWER SUPPLY EMITTED SMOKE FROM MITHIN THE HOUSING, RESISTOR R-Z1, A STOR. WAS FOUND BURNED, DARKLY DISCOLORED, AND MAD DROPPED IN VALUE FROM 124 CHHS TO IN AND OUT OF THE CIRCUIT INDICATE THE MALFUNCTION WAS NOT PRODUCED INTERNALLY TO THEUTED TO A 22 WOLT DC EXTERNAL APPLICATION TO CONNECTOR PIN S, ALTHOUGH THE CONDITIONED.	
CORRECTIVE ACTION-RECOMMENDED REVIEW OF ALL O REVIEW OF ALL TESTS, TEST EQUIPMENT, AND TE APPLICATION OF 28 VOLT DC TO CONFECTOR PIN 5.	CORRECTIVE ACTION-RECOMMENDED REVIEW OF ALL POSSIBILITIES OF ERRONEOUS SHITCH POSITIONING PALICATION OF ALL TESTS: TEST EQUIPMENT; AND TEST PROCEDURES APPLICABLE TO THIS POWER SUPPLY PPLICATION OF 28 VOLT DC TO COMPECTOR PIN S.	OF ERRONEOUS SHITCH	& SMITCH POSITIONING OR POWER COMMECTIONS. ALS TO THIS POWER SUPPLY TO DETERNINE POSSIBLE HIS	·
INSTRUMENTATION-A/B LV-89-E4-4394-C TELEMETRY SET AND TRAMSOUC IN-FLIGHT CALIBRATOR	LV-99-24-4394-C IM-FLIGHT CALIBRATOR	FAR 7-1222-5	840118 FACTORY YES NO	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILURE MODE-ERRATIC OFERATION.	IATIOM. DID MOT PROVIDE ALTERNATE POSITIVE AND NEGATIVE FULSES AS REGUIRED. AILURE AMALYBIS MAIVED.	POSITIVE AND MEGATIV	TE FULSES AS REGUIRED.	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	INSTRUMENTATION-A/B A-99-24-4409-F TELEMETRY SET AND TRANSDUC RELAY ASSENBLY-COMM CONT ERS	FAR 27-12411-5	640114 FACTORY YES	# # # # # #
ILURE MODE-FAIL DURING . IND 18. FAILURE GUE TO !	FAILURE MODE-FAIL DURING OPERATIOM. DURING VIBRATION OF NEXT ABBENBLY PACKAGE, RELAY INDICATED SO AND SR. FAILURE LUE TO HIGH CONTACT REBISHER RESULTING FROM WEAR OR POBBIBLE CONTANINATION.	EXT ABBENBLY PACKAGE; 6 FROM WEAR OR POBBIB	FAILURE MODE-FAIL DURING OPERATIOM, DURING VIBRATION OF NEXT ABBEMBLY PACKAGE, RELAY INDICATED CHATTER ON CONTACTS O AND 12. FAILURE LUE TO HIGH CONTACT REBISTANCE REGULTING FROM WEAR OR POBBIBLE CONTANINATION.	
CORRECTIVE ACTION-MOME. RELAY CONTACTS 10 AND TAMCE WAS NOT DETERMINED.	ELAY CONTACTS SO AND SE WERE DAM	SE WERE DAMAGED DURING ANALYSIS AND EXACT CAUSE OF	AND EXACT CAUSE OF HIGH CONTACT RESIS	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC P	LV-99-24-4415-F FRESSURE TRANSDUCER	FAR 7-03720-5	840114 YES SERVONICS NO H-75	_
FAILURE MODE-STRUCTURAL, FAILURE		SOURDON TUBE, FAILURE	MAS CAUSED BY A LEAKING SOURDON TUGE. FAILUME RESULTED FROM IMPROFER BRAZING OF TH	· · · · · · · · · · · · · · · · · · ·
			PASE URIA	7

18 JUN 1000

				Г	<u> </u>	
8787EH 808-8787EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	DATE DIF	TIME DIF	OTH VENDOR PART NO	
E BOURDOM TUBE.						
CORRECTIVE ACTION-VENDOR TURED AFTER JANUARY 1963.	REVIEWED AND WOOIFIED CLEANINE, BRAZING, AND PRESSURE TESTING TECHNIQUES FOR UNITS MANUFAC	ZING, AND PRESSURE	TESTING T	ECHNI BUES	FOR UNITS MANUFAC	
INSTRUMENTATION-A/B LY-99-E4-4452-F TELEMETRY SET AND TRANSDUC POMER CHANGEOVER ERS	LV-99-R4-4432-F POWER CHANGEOVER BHITCH	FAR 7-03768-3	640114	FACTORY	YES KINETICS NO MITEA	991309
FAILURE MOSE-OPEN (ELECT), THE TERNAL POSITION.	, THE POWER CHAMCEOVER BWITCH BHOWED AN OPEN CIRCUIT BETWEEN P4 AND P5 WHEN BWITCHED TO IN	D AN OPEN CIRCUIT	BETWEEN PA	AND FS v	AIEN BWITCHED TO IN	
CORRECTIVE ACTION-NONE, FAILURE	AILURE NOT CONFIRMED.					
INSTRUMENTATION-A/B FAR-LY-AS-24-4464 TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	FAR-LV-AS-24-4464 PRESSURE TRANSDUCER	FAR 27-01386-29	296-D 640113	FACTORY	NO BERVOHIC DDS H-172-E NO	1900
FAILURE MODE-STRUCTURAL, THE TR	THE TRANSDUCER (MEASURENENT HOOSP) FAILED TO HAVE AN OU'SBURIZATION, PERMANENTLY DISTORTING THE SENSING ELEMENT.	FAILED TO HAVE AN THE SENSING ELEMEN	OUTPUT WHI	N PRESSU	FAILED TO HAVE AN OUTPUT WHEN PRESSURE WAS APPLIED. CAU The bensing element.	
CORRECTIVE ACTION-REQUEST INITI	I INITIATED TO TRACE THE ACTIVITIES OF THE TRANSDUCER IN ORDER TO LOCATE WHERE OVERFRESSUM! APPROPRIATE ACTION TO PREVENT RECURRENCE.	OF THE TRANSDUCER RENCE.	IN ORDER	TO LOCATE	WHERE OVERFRESSUR!	
INSTRUMENTATION-A/B FR69C- TELEMETRY SET AND TRANSOUC POSITI ERS	FRESC-2161.1 POSITION TRANSDUCER	UTF-GUAL/PPT 69-01003-1	640111	FACTORY	NO SERVONIC NO SO41-0101	# D + D + D + D + D + D + D + D + D + D
FAILURE MODE-ELECTRICAL OPEN. A TESTING ERROR.	OPEN. THE TRANSDUCER HAD MO OUTPUT BECAUSE OF BURNED WINES ON THE ELEMENT. THIS WAS DUE	BECAUSE OF BURNED :	NO SERVICE	HE CLEMEN	IT. THIS WAS DUE TO	
CORRECTIVE ACTION-HONE.			4			
SHATEUMENTATION-A/B TELEMETRY BET AND TRANSDUC FOWER ERB	LV-88-24-4462-F FOWER CHANGEOVER BWITCH	7.AR 7-01722-5	840110	N N	VER KINETICS NO M-172-4	
PAILURE MODE-CONTANINATION	FAILUME MODE-COMTANINATIOM, INTERNITTENT POMER OUTPUT OBSERVED, FAILURE CAUSED BY HEAVY APPLICATION OF GREASE ON PAGE DI	WO. FAILURE CAUSE	D BY HEAVY	APPLECA	TION OF GREASE ON PA	

11 Jun 1100

8787EN	TEST/REPORT NUMBER	DIF DATA SOURCE	VEHICLE DATE DIF	BITE TIME DIF	PRIO	VENDOR NAME . VENDOR PART NO	
							1
MA AND SOCKETS.							•
CORRECTIVE ACTION-NO CORRECTIVE	RECTIVE ACTION DEGNED MECEBSARY.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	INSTRUMENTATION-A/B SLV-99-24-4412-F TELEMETRY SET AND TRANSOUC DIFFERENTIAL AMPLIFIER, WERING ERB	FAR 85-01180-8	440110	FACTORY	76.	768 MAYBERRY 768 188-18	49855
FAILURE MODE-OPEN (ELECTRICAL). CAUSED BY AMPLIFIER INPUT BEINS	RICAL). CHAMMEL 11: BEGMENT R1 ZERO. CALIBRATE PULSE INDICATED T BEING OPEN CIRCUITED WITH MEGATIVE VOLTAGEAPPLIED TO OUTPUT.	O. CALIBRATE PULSE INDICATED & PERCENT 18M SPIKE. FAILURE VE VOLTAGEAPPLIED TO OUTPUT.	INDICATED O	PERCENT	3	FIKE, FALLURE	
CORRECTIVE ACTION-ENGINEE 68 UNED FOR DIFFERENTIAL A	COARECTIVE ACTION-ENGINEERING DRAWINGS CHANGED TO CALL OUT A JUMPER BETWEEN NEGATIVE PEDESTAL OF THE COMMUTATOR RIN S UNED FOR DIFFERENTIAL AMPLIFIER INPUT.	A JUNER BETWEEN N	EGATIVE PES	ESTAL OF	THE	COMMUTATOR RIN	
INSTRUMENTATION-A/B A-99-E4-43 TELEMETRY SET AND TRANSDUC OSCILLATOR ERS	A-98-E4-4368-C OBCILLATOR	FAR E7-01269-9	840110	FACTORY	# S	YES BENGIX NO 195209-7-6A	8 9 9 E 1 6
FAILURE MODE-OUT OF TOLERANCE. THE SUBI	RANCE. THE SUBCARRIEK OSCILLATOR FAILED WHEN THE FREGUENCY COULD NOT BE ADJUSTED TO 2,158 For 3DU.335.15.	AILED WHEN THE FREG	UENCY COUL	NOT BE	M r QV	TED TO 2,158 P	
CORRECTIVE ACTION-NOME. FAILURE	ANALYSIS WAS WAIVED BY	BLV RELIABILITY CONTROL.	×.				
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	LV-8D-84-4457-F 816HAL COMDITIONER-BWITCH	FAR 27-12590-615	2650	FACTORY	¥ 0		* * * * * * * * * * * * * * * * * * *
FAILURE MODE-BIRUCTURAL, ERRATI MOT BEING POSISTIONED TO ALLON SHTERRUFTION OF SMITCHING CAPABI	FAILURE MODE-BTRUCTURAL, ERRATIC OPERATION OF THE DC FOWER TRANSFER BMITCH, CAUSE DUE TO UNLOADED OF SPRING CONTACT MOT BEING FOSISTIONED TO ALLOW FOR WEAR OF BLIDING CONTACT BURKACES WHICH CAUSED AN OPEN MOTOR SUPPLY CIRCUIT WITH MTERRUPTION OF SWITCHING CAPABILITIES.	R TRANSFER SMITCH, CAUSE DUE TO UNLOADED OF SPRING CONTACT SURFACES WHICH CAUSED AN OPEN MOTOR SUPPLY CIRCUIT WITH	CAUSE DUE T	O UNLOADE	S OF L	SPRING CONTACT CIRCUIT MITH	
CORRECTIVE ACTION-ROCKET REPLAC	REPLACED WITH NEW 4 PROM6 BERYILLUM SOCKET.	LUN BOCKET.					
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC ERS	LV-80-84-4585-C O6C1LLATOR	FAN 7-01488-663	250D	FACTORY	¥ 9	YES BENGIX NO TO 41963-2-X	
FAILURE MODE-DRIFT, FREG FOUND	FOUND TO BE DRIFTING.						
						PACE 0210	

SENERAL DYNAHICS CONVAIR DIVISION

.

9901 MAT 81

AVATEN AUS-AVATEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BI	SITE PRI TIME DIF OTH	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-MONE. PA	CORRECTIVE ACTION-MONE, FAILURE ANALYBIB WAIVED, FAILURE NOT CONFIRMED.	NOT COMFIRMED.				•
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC I	LV-89-E4-4387-C TLM RF CANISTER-TRANSMITTER	7AR 87-11841-948	250D FACTORY	1	YES BENDIX NO	
FAILURE MODE-OUT OF SPECIF CORRECTIVE ACTION-NOME, FA	FAILURE MODE-OUT OF SPECIFICATION. CHANNEL 15 AND 18 OPERATED OUT OF SPECIFIED FRES RANGE. FAILURE NOT CONFIRMED. Corrective action-none, Failure analysis values.	RATED OUT OF BPECIFIES	FREE RAWEE. P	AZEUNE NO	T COMFIRMED.	
INSTRUMENTATION-A/B CT-89-24-3014-C TELEMETRY BET AND TRANSDUC COMMUTATOR, NOTOR	CT-89-24-3014-C	FAR	640109 FACTORY	i	YES REED AND REESE NO 1096485-48	4 1 2 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
FAILURE MODE-ERRATIC OPERATION, Liability.	ATIOM. COMMUTATOR MOTOR OPERATED INTERMITTENTLY. FAILURE ANALYSIS MAS MAIVED BY CENTAUR RE	D INTERNITEMILY. FAIL	.URE AMALYBIB 1	A\$ WAIVED	BY CENTAUR RE	
CORRECTIVE ACTION-NOME.						
INSTRUMENTATION-A/B L TELEMETRY SCT AND TRANSOUC C ERS	LV-A9-24-4351-F COMMUTATOR	FAR 87-01636-5	640109 FACTORY	£ 5	FIFTH DIMENSION	680108
FAILURE MODE-CONTANTNATION. TELEPAR FAILED MNEM ABLE SPEED IS R.ES RPS. FAILURE WAS CONFIRMED. C. ITN METAL PARTICLES WHICH BLOMED THE COMMUTATOR.	EPAK FAILED MHEM THE MAB CONFIRMED, CAURE THE COMMUTATOR.	CHAMMEL 11 COMMUTATOR INDICATED 1.88 RPS WHEN THE MINIMUM ALLOW OF FAILURE MAS ATTRIBUTED TO THE SEARTRAIN BEING CONTAMINATED W	CATED 5.88 RPI TO THE GEARTRA	WHEN THE IN BEING	MINIMUM ALLOW CONTAMINATED W	
CORRECTIVE ACTION-REBUESTE! MATION OF THE GEARBOX.	CORRECTIVE ACTION-REBUEBTED VENDOR REVIDE MECKBBARY NANUFACTURING AND BUALITY CONTROL Lation of the gearbox.	FACTURING AND BUALITY	CONTROL PROCES	WKE TO P	PROCEDUMES TO PREVENT CONTANI	
INSTRUMENTATION-A/B FR-69C-2038.1 TELENCTRY SET AND TRANSDUC PRESSURE TRANSDUCER	FR-69C-2038.1 PRESSURE TRANSDUCER	UTF-PR1 68-01008-89	640109 FACTORY	2 2	BOURHS	
FAILURE MODE-CONTANINATION, THE CONTANINATION ON THE WIPER PATH	. THE TRANSDUCER OUTPUT WAS DISCONTINUOUS. THE CAUSE OF THE DISCONTINUITY WAS FOUND TO BE PATH. S/N EDSDSUS.	SCONTINUOUS. THE CAUSE	OF THE BISCOM	TINUITY W	A& FOUND TO BE	
					PAGE 0217	 -

STATEM SUG-ATATEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE DATE DIP	BITE TIME DIF	P O TH	VENDOR NAME	F
CORRECTIVE ACTION-THE VENDOR CHAN	MOOR CHANGED TESTING PROCEDURE TO DETECT DIACONTINUITIES OF THIS TYPE AUT ALSO CHANGED	DETECT DIACONTINUET	20				8444
NIM PROCEEDURE.							
INSTRUMENTATION-A/B LV-89-E4 TELEMETRY SET AND TRANSDUC OSCILLAT ERS	LV-89-E4-4386-C OBCILLATOR	FAR 7-01408-827	250U	FACTORY	YES 8	8END1X 1087918-10	7 • S • S • S • S • S • S • S • S • S •
FAILURE MODE-DRIFT. CHAMMEL 15 FR	WEL 13 FRES FOUND UNSTABLE AND DRIFTING. FAILURE NOT CONFIRMED.	FIINE. FAILURE NOT	CONFIRMED.				
CORRECTIVE ACTION-NOME. P	FAILURE AMALYSIS MAIVED.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	INSTRUMENTATION-A/B LV-69-24-4366-C TELEMETRY SET AND TRANSDUC ILM RF CAMISTER-TRANSMITTER CRS	FAR 87-11641-945	£500 €40108	FACTORY	YES 1	YES BENDIX NO	493564
FAILURE MODE-OUT OF SPECIFICATION	IFICATION. CHANNEL 13 OUT OF FREE BAND, FAILURE NOT CONFIRMED.	JAMO. FAILURE MOT CO	WE'IRHED.				
AMSTRUMENTATION-A/B LV-89-E TELEMETRY SET AND TRANSDUC CRYSTAL ERS	LV-89-24-4418-F CRYSTAL RECTIFIER-TRANSFORMER	FAR 27-01379-1	6401be	FACTORY	468 Y	APPLIED COMPON ENTS ACI-Z176	***************************************
FAILURE MODE-SHORT (ELECT). FINS 3 AND 4 OF SE CORRECTIVE ACTION-MOME, FAILURE NOT CONFIRMED.). PINS 3 AND 4 OF SECONDARY WIND! ALLURE HOT COMPIRMED.	SECONDARY WINDING INDICATED A SHORT.	£				
INSTRUMENTATION-A/B TELEMETRY SEY AND TRANSDUC ERS	INSTRUMENTATION-A/B PAT-TP-69F-2167-1 TELEMETRY SEY AND TRANSDUC DIFFERENTIAL PRESSURE TRANSDUCER ERS	UTP-PAT 27-01852-21	640109	FACTORY	468	YES WIANCKO NO P2-4106-21	
FAILURE MODE-OUT OF SPECIFICATION. MLLY OUT OF TOLERANCE AT 0.622 INC 1ME CHAMGE CYCLE AND 6D/C SPECIFIC	DURING EXAMINATION HES WHERE D.676 TO G ATION CHANGE CYCLE.	OF PRODUCTS THE MIGH PRI 1.896 INCHES IS REGUINED. (8/N BOSODES).	ISSURE POR	T FITTING HCY REBUL	WAS T	OUND DIMENSIO	
						PAGE GE18	

*** ***

	* .	6		n N	© 0	
	2000	***************************************		N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		اءا
PRI VENDOR NAME OTH VENDOR PART NO	FEST VENDOR DRA	106E.		840107 FACTORY YES NO NO SPECIFICATION ON THE HIGH SIDE. CAUSE	R450 FACTORY NO SPECTROL. 640107 NO NODGO HIS DC. IN THE MINIMUM POSITION, OUT ATTEMPTING TO ADJUST OUTPUT, VOLTAGE GO BEING BURNED. THIS MAS CAUSED WHE 1871HG TESTING PERSONNEL BE DIRECTED 1850 FACTORY YES STATHAM 640106 NO CAS-18	PASE 0219
	H LA]	YES NO		7 46.8 7 7 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	HO NO HO NO	
817E TIME DIF	GREE WIT	FACTORY EQUENCY B		FACTORY TION ON	FACTORY IN THE M ING TO AL BURNED.	
VEHICLE DATE DIF	VIAED TO	2500 640107 THE LOW FR	E REGULA	640107 BPECIFICA	2450 640107 VOLTS DC. LE ATTEMP IL 60 BEING 1350 640106	
DIF DATA SOURCE	. SPECIFICATION WAS REVISED TO AGREE WITH LATEST VENDOR DRA	COMPOSITE-FACTORY E7-11541-955 TO E PCT FBW BEYOND	AL COMPOSITE RETEST W	FAR 87-11624-801 8UPPLY DRIFTED OUT OF	FAR 69-1117-1 ISE ADJUSTED TO E.5 VO IS S.STS VOLTS DC. MHILE TO THE SPECTROL MODEL INCHT SUPERVISION, REGUE FAR FAR RF-01236-1	
TEST/REPORT NUMBER DIF DATA SOURCE VEHICL FAILED COMPONENT NAME PART NUMBER DATE D	NO VENDOR REVIEWED CHAMINGS. 6D/C	AGUGS-GO1-2FC-CO-G1-GGG-GGG COMPOSITE-FACTORY 25DG FACTORY VES OSCILLATOR-SUBCARRIER 27-11841-935 27-11641-035	STATEM EFFECT-IMPROPER ANALOG SIGNAL. VEHICLE EFFECT-COMPOSITE RESCHEDULED. SYSTEM AND A PARTIAL COMPOSITE RETEST WERE REGULRED. CORRECTIVE ACTION-THE TELEMETER WAS REPLACED.	STRUMENTATION-A/B LV-89-E4-4362-C LEMETRY SET AND TRANSDUC TRANSDUCER POWER SUPPLY 87-11624-801 8 FAILURE MODE-OUT OF SPECIFICATION. THE TRANSDUCER POMER SUPPLY DRIFTED OUT OF UMKNOWN.	CORRECTIVE ACTION-WOME. FAILURE ANALYBIS WAIVED. FAILURE MODE-FAIL DURING OF ERATION. SIAS OUTPUT COULD NOT BE ADJUSTED TO 2.5 VOLTS DC. IN THE MINIMUM POSITION. OUT FULLER WAS SOUTH TOURING THE PERSONNEL SET STEEMERS. THIS WAS CAUSED WHEN THE HAINHUM TO MAXIMUM. THE FAILURE WAS DUE TO THE SPECTROL MODEL 60 SEINS SURNED. THIS WAS CAUSED WHE MODEL GAS SOLT TO ADJUST OUTPUT. WAS DESCRIPCE AND ELIVERED TO TESTING DEPARTMENT SUPERVISION, RESULESTING FROM THIS WAS CAUSED WHEN THE FEBRONNEL SE DIRECTED TO CORRECTIVE ACTION-AM AVO MAS DELIVERED TO TESTING DEPARTMENT SUPERVISION, RESULESTING FRATHMER AND TRANSDUC ACCELEROMETER AMPLIFIER BY-DISSOLIS 640106 NO CASTIR STATHAM TELEGETER SET AND TRANSDUC ACCELEROMETER AMPLIFIER BY-DISSOLIS 640106 NO CASTIR SESSENTED.	
SYSTEM SUB-STSTEM	CORRECTIVE ACTION-60/C AND VENDOR	INSTRUMENTATION-A/B AGUGS TELEMETRY SET AND TRAMSDUC OSCIL ERS	SYSTEM EFFECT-IMPROPER ANALOG BIGNAL. VEHICLE EFFECT-COMPOSITE RESCHEDULED. SYSTEM COMPOSITE RESCHEDULED. SYSTEM	INSTRUMENTATION-A/B LV-89-E4-4382-C TELEMETRY SET AND TRANSOUC TRANSDICER POWER SUPPLY ERS FAILURE MODE-OUT OF SPECIFICATION. THE TRANSDUCE UMKNOWN.	CORRECTIVE ACTION-MONE, FAILURE ANALY INSTRUMENTATION-A/B BLY-80-24-44 TELEMETRY BET AND TRANBOUC REGULATOR AS ERS FAILURE HODE-FAIL DURING OFERATION, G PUT WAS 0.905 VOLT DC. IN THE MAXIMUM. E MOULD JUMP FROM NINIMUM TO MAXIMUM, M THE MODULE WAS PLUGGED INTO THE TEST TO FOLLOW THE EOP EXACTLY, TO AVOID RE TO FOLLOW THE EOP EXACTLY, TO AVOID RE TELEMETRY BET AND TRANSDUC ACCELEROMETIE ERS FAILURE MODE-ERRATIC OPERATION, OUTPY	

		ALMINITOR 010111			
8781EH 808-8781EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI VE DATE DIF TIME DIF OTH VE	VENDOR NAME VENDOR PART NO	
COMPECTIVE ACTION-NOME, I	FAILURE ANALYBIB CANCELLED.				# * * * * * * * * * * * * * * * * * * *
INSTRUCCHTATION-A/B TELENCTRY SET AND TRANSOUC ERS	BLV-A8-24-4340-F Transhitter	FAR UNKNOWN	640103 FACTORY YES BE NO	BENDIX-PACIFIC	***************************************
FAILURE MODE-ERRATIC OPERATION LFUNCTIONING OCCURRED AFTER FOW O THE TRANSMITTER BEING OUT OF CIFIC AND MAY HAVE BEEN CAUSED ME BOTTOM OF THE TRANSMITTER BE	FAILURE MODE-ERRATIC OPERATION, DURING PRECOMPOSITE TESTING THE TELEPAR CARRIER FREQUENCY MAS OBSERVED TO SHIFT. MA LEUNCTIONING OCCURRED AFTER POWER WAS SWITCHED FROM EXTERNAL TO INTERNAL. FAILURE WAS CONFIRMED AND WAS ATTRIBUTED TO O THE TRANSMITTER BEING OUT OF ADJUSTMENT. THIS CONDITION OCCURRED SOMETIME AFTER THE UNIT WAS ADJUSTED BY BENDIX-PA CIFIC AND MAY HAVE BEEN CAUSED BY EITHER A DRIFT CONDITION EXISTING IN THE TRANSMITTER DESIGN OR THE LOCKSCREWS ON THE BOTTOM OF THE TRANSMITTER DESIGN OR THE LOCKSCREWS ON T	THE TELEPAK CARRIE TO INTERNAL, FAILU URRED SOMETINE AFT ISTING IN THE TRAN BENDIX-PACIFIC,	R FREGUENCY WAS OBSERVED RE WAS CONFIRMED AND WAS ER THE UNIT WAS ADJUSTED SMITTER DESIGN OR THE LOC	TO SHIFT. MA ATTRIBUTED T BY BENDIX-PA KACREMS ON T	
CORRECTIVE ACTION-VENDOR WILL TORGUE TRANSMITTER TUNING, REQUESTED VENDOM R FREQUENCY, REQUESTED ASTROMAUTICS AND UMMODULATED CAPRIER FREGUENCY,	CORRECTIVE ACTION-VENDOR WILL TORQUE PAINT LOCKSCREMS AFTER TRANSMITTER ADJUSTMENT TO PREVENT INADVERTENT CHANGE IN TRANSMITTER TUMING, REQUESTED VENDOR TO TIGHTEN TOLERANCE ON THE DIFFERENCE BETWEEN MODULATED AND UNMODULATED ER FREQUENCY, REQUESTED ASTRONAUTICS TELEMETRY DESIGN TO ADD A FREQUENCY TEST TO APPLICABLE EOPS, RECORDING MODULATED	TRANSMITTER ADJUST N THE DIFFERENCE SE A FREGUENCY TEST I INVOLVING DRIFT CAN	MENT TO PREVENT IMADVERTE TWEEN MODULATED AND UMMOD O APPLICABLE EOPB, RECORD BE IDENTIFIED.	ENT CHANGE IN JULATED CARRI JING MODULATE	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	SLV-99-24-4430 : ELECTRICAL FILTER	FAR 69-01018-1	640104 FACTORY YES	3.6	91510
FAILURE MODE-STRUCTURAL. THE O A SROKEN LEAD AT THE PURE WAS . THE VIRE SEFORE SOLDER WAS .	FAILURE MODE-STRUCTURAL. THE CHOKE COIL: L-1 WAS FOUND TO HAVE AN ELECTRICAL OPEN IN 175 CIRCUIT. THE OPEN WAS DUE TO A SROKEN LEAD AT THE 12/3E OF PIN-2 THE LEAD WAS PROBABLY SHEARED OFF DURING MANUFACTURING. IMPROFER POSITIONING OF THE WIRE SEFORE SOLDER WAS APPLIED COULD HAVE LED TO THIS CONDITION.	AVE AN ELECTRICAL C SHEARD OFF DURING CONDITION.	MEN IN ITS CIRCUIT. THE CHANUFACTURING. IMPROFER I	OPEN WAS DUE POSITIONING O	
CORRECTIVE ACTION-RAR BLV-99-1 PROCEDURES.	LV-99-24-8242 WAS ISSUED RESUESTING RESPONSIBLE PERSONNEL TO INPROVE ASSEMBLY AND INSPECTION	RESPONSIBLE PERSON	KEL TO IMPROVE ASSEMBLY A	ND INSPECTION	
INSTRUMENTATION-A/B A-99-E4-43 TELEMETAY SET AND TRANSDUC OSCILLATOR ERS	A-99-24-4375-C C OSCILLATOR	FAR G7-01200-5	640102 FACTORY S	100001X	• • • • • • • • • • • • • • • • • • •
FAILURE AMALYBIB WAB CANCELED FAILURE AMALYBIB WAB CANCELED	FAILURE MODE-ERRAȚIC OPERATION. BUBCARRIER OBCILLATOR FAILED WHEN 115 OUTPUT MAD ERRATIC DURING VIBRATION TESTING. AILURE AMALYBIS MAS CAMCELED DUE TO WAIVER BY BLY RELIABILITY CONTROL.	D WHEN ITS OUTPUT IY CONTROL.	HAS ERRATIC DURING VIBRAT	108 TESTING.	
CORRECTIVE ACTION-NONE.					1
				0220	
				200	3

CENERAL DYNAMICS CONVAIR DIVIBION

11 mm 1100

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORM

	DIFFICULTING REVIEW-IN	DIFFICULTIES BEVIEW-INSTRUMENTATION SYSTEM-AIRSORNE	IRBORNE				
MATERIA MATERIA	TESTARPORT NUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DIF	BITE YINE DIF		PRE VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-2/8 TELEMETRY SET AND TRANSDUC OSCERS	A-88-24-4387-C OSCILLATOR	FAR 87-02169-61	#010#	FACTORY	7E 105	YES 1052094-12-7A NO	4 12 24 4
FAILURE MODE-OUT OF TOLERANCE. FREQUENCY SPECIFICATION OF 985.	RANCE. THE SUBCARRIER OSCILLATOR FAILED WHEN THE FREGUENCY COULD MOT BE ADJUSTED TO THE LOW OF 9884 PLUS BE CPS REGUIRED BY EOP 880.385.	FAILED WHEN THE FRESI TOP 880.888.	KNCY COULD	MOT BE /	10 J USTED	TO THE LOW	
CORRECTIVE ACTION-NOME.	CORRECTIVE ACTION-MOME. FAILURE ANALYSIS WAS MAIVED BY SLY RELIABILITY CONTROL. STRUMENTATION-A/B FRANCESOAR.	LY RELIABILITY CONTROL		1			
TELEMETRY SET AND TRANSOUC PRESSURE TRANSDUCER	PRESSURE TRANSDUCER	86-80010-69	2 0 10 10 10 10 10 10 10 10 10 10 10 10 10	FACTORY	YES BOURNS NO 200737	BOURNS 2007371705	
FAILURE MODE-LEAK-EXTERNAL, MAXINUM TOLE OR OF 4.39 PERCENT WAS MEASURED, LOW OUTP LY) COMFIRMED A DATA SHIFT, THE SHIFT WAS BTS OF A COPPER BALL AND A HOLDING SCREW,	FAILURE WODE-LEAK-EXTERNAL. MAXIMUM TOLERANCE DURING TEMPCRATURE-VIBRATION TEST OF 3.5 FERCENT MAS EXCEEDED. AN ERR OR OF 4.39 PERCENT MAS MEASURED. LOW OUTPUT DURING PRE AND POST VIBRATION PROOF CYCLES (1-6-61 AND 1-7-64 RESPECTIVE LY) COMPTRNED A DATA SHIFT. THE SHIFT MAS DUE TO A LOSS OF REFERENCE PRESSURE CAUSED BY A LOOSF MEAL. THE SEAL CONSI STS OF A COPPER BALL AND A HOLDING SCREW.	CRATURE-VIBRATION TEST OF 3.5 FERCENT MAS EXCEED POST VIBRATION PROOF CYCLES (1-6-64 AND 1-7-64) REFERENCE PRESSURE CAUSED BY A LOOSF MEAL. THE	T OF 3.5 F CYCLES (1	ERCENT -1/1 -6-64 AND LOOSE N	S EXCEE! 1-7-64	EXCEEDED. AN ERR 1-T-64 RESPECTIVE L. THE SEAL CONSI	
CORRECTIVE ACTION-THE VENDOR	NDOR REPLACED THE ALLEN-TYPE HOLDING SCREW VITH A SPLINE TYPE,	ING BCREW VITH A SPLI	NE TYPE.				
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC	INSTRUMENTATION-A/B A-A9-E4-4477-F TELEMETRY BET AND TRANBDUC TRANBOUCER, INSTRUMENTATION ERB	FAR 7-01720-5	138F 640101	SAN DIEG	YES BOURNS NO 73511-	BOURNS 73511-0-35-752	290269
FAILURE MODE-ELECTRICAL OPEN AND PINS A TO C. FIN A TO B N THE WIPER ARM APPEARED TO GE I ESISTANCE MANOREL. THE CAUSE O RESSES IN THE RESISTANCE MANDS	FAILURE MODE-ELECTRICAL OPEN. TRANSDUCER FOR WEASUREMENT HISOP WAS FOUND TO HAVE AN OPEN CONDITION FROM PINS B TO AND FINA A TO C. PIN A TO B MAS CONTINUOUS. PIN A 18 THE MESISTOR THE MESISTOR THE MESISTOR THE MERCAN APPEARED TO DE STUCK, HOWEVER, THE DISCONTINUITY WAS AT PIN C. AND THE RESULT OF A BROKEN WIRE ON THE ESISTAME MANDREL. THE CAUSE OF THE DROKEN WIRE COULD NOT BE DETERMINED. THERE IS A POSSIBILITY THAT THE RESIDUAL SAESSES IN THE RESISTANCE MANDREL WERE NOT COMPLETELY RELIEVED MHICH IN TURN COULD NAVE CAUSED THE BROKEN WIRE.	HISOP WAS FOUND TO HAVE AN OPEN CONDITION FROM PINS B TO C WIPER ARM, AND FINS B AND C ARE EACH END OF THE RESISTOR. BUITY MAS AT PIN C AND THE RESULT OF A BROKEN WIRE ON THE B BE DETERMINED. THERE IS A POSSIBILITY THAT THE RESIDUAL S' WED WHICH IN TURN COULD HAVE CAUSED THE BROKEN WIRE.	VE AN OPEN AND CARE THE REBUL 18 A POSSIL	CONDITIC EACH END F OF A BR BILITY TH	OF THE OKEN VII	ITTIOM FROM PINS B TO C 4 END OF THE RESISTOR. A BROKEN WIRE ON THE R IT THAT THE RESIDUAL ST THE BROKEN WIRE.	
CORRECTIVE ACTION-MOTIFIED VENDOR	ID YENDOR OF THE POSSIBILITY RESIDUAL STRESSES WERE NOT COMPLETELY RELIEVED.	DUAL STRESSES WERE NO	T COMPLETE	V RELIEV			
INSTRUMENTATION-A/8 TELEMETAT SET AND TRANSDUC PONT	LV-99-54-4483-F FONER BUFFLY	FAR 87-01611-1	63:83:	FACTORY	YES BEN NO 313	BENDIX PACIFIC SISTEPPE SISTEPPE	
FAILURE MODE-SHORT (ELECT).). CIRCUIT BREAKER OPENED INDICATING A SHORT IN SG YDC POWER SUPPLY.	TIME A SHORT IN SE VD	C POWER BUI				
						PACE 0221	
							_

PA66 0222

FAILUME HODE-FAIL DURING OPERATION. DURING INITIAL ACCEPTANCE TEST PORTION OF PET LOT NO. 4, OPEN CIRCUIT OUTPUT VO LTAGE READ S.SYRMS INCRE REQUIREMENT IS 4.0"RMS MINIMUM. CAUSE UNKNOWN, BUT BENDIK WAS RESULSTED TO CHECK TEST SET U P.

9961 MOT ST

GENERAL DYMANICS CONVAIR BEVISION

	VENDOR HAME VENDOR PART NO	0011400	T P D S S S S S S S S S S S S S S S S S S	MAKINUM ALLO		•	1V POTTING C	,V OF THESE	BENDIX 1048141-0-6	THE CHI	TECOMMENOED.	TES BENDIX PACIFIC NO 1050243-5-6-4
	PAI		VES SENDIN	=		40	CAUBED .	A & 3 E KB	YES BENDIX NO 106214	KENTS A	NA MA	7E 8E
	SITE TIME DIF		FACTORY	9 2		FACTORY	URE WAS O	ANT ME	FACTORY	REGUIREI DURING DI	IVE ACTIO	3/0 9
RESENE	VEHICLE Date DIF		163169	10 VOI		163169	CORRESPON	: INCREASE	631230	THE BPEC.	C CORRECT	031430
ETRUMENTATION SYSTEM"A:	DIF DATA BOUNCE PART NUMBER		7 A R 8 4 1 Ch 18 4 18 1 18	ED NOISE UP TO & PERCEI		7 AR 60-11110-1	COULD NOT BE ADJUSTED TO THE SPEC. VOLTAGE. FAILURE WAS CAUSED ONE LEAD OF POTENTIONETER R-6 FROM 178 CORRESPONDING TERMINAL.	DIME BUALITY CONTROL BI	FAR 85-015F4-118	INCREABED TO BOSS CPS. ATED AS THE FAILURE DII	of Isolatgo, no efficie	CTP-PE4
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	TESTAGEOUT NUMBER FAILED COMPONENT NAME	FAILURE NOT CONFIRMED.	LV-89-E4-1368-C VIDGO AMPLIFIER	OF TOLERANCE. CHANNEL 11 AND 12 INDICATED NOISE UP TO 8 PERCENT IBM WHEN 5 PERCENT IB MAXIMUN ALLO	FAILURE AMALYBIS WIIVED.	LV-89-E4-4441-F DETECTOR PCTENTIONETER	UCTURAL. GUTPUT VOLTAGE COULD NOT BE ADJUSTED TO THE SPEC. VOLTAGE. FAILURE WAS CAUSED BY POTTIME C Forcime a separation of one lead of potentioneter R-6 from 178 corresponding terminal.	CORRECTIVE ACTION-RARLY-99-724-8240 WAS WRITTEN, RECOMMENDING SUALITY CONTROL SE INCREASED IN THE ASSEMBLY OF THESE ETECTORS.	LV-89-74-4435-F BUSCARRIER OSCILLATOR	OF TOLERAMCE. THE OSCILLATOR PRESURNCY INCREABED TO 3039 CPB. THE SPEC. RESUIREMENTS ARE 3050 PLUS The exact cause of Failure was not isolated as the Failure Disappeared buring depotting of the uni	COMMECTIVE ACTION-SINCE THE EXACT CAUSE OF PAILUME WAS NOT ISOLATED, NO SPECIFIC COMPECTIVE ACTION WAS RECOMMENDED.	SATURATION OF THE PROPERTY OF
esea Mor ma	#7816H #04-#78H	CORRECTIVE ACTION-NOME. F.	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FAILURE MODE-OUT OF TOLER	CORRECTIVE ACTION-NOME. F.	INSTRUCENTATION-A/B TELEMETRY SET AND TRANSDUC	FAILUME MODE-STRUCTURAL. OMPOUND PRESSURE FORCING A	CORRECTIVE ACTIOM-RARLY-9: DETECTORS.	INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC	FAILURE MODE-OUT OF TOLER. OR MIMUS 30 CPS. THE EXAC' T.	CORRECTIVE ACTION-BINCE TO	INSTRUMENTATION-A/B

SEMERAL D. MANICA CONVAIR BIVISION

**** *** ***

		Sufficients andunes commendation of order and sufficients	CHENTATION OVOTEN'A	ROUNE				
	BYBTEN BUB-BYBTEN	TEST/HEFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	#11E 01F	1 1 1 1	VENDOR NANE VENDOR PART NO	
*	CORRECTIVE ACTION-OBSILLA	CORRECTIVE ACTION-OBCILLATOR REJECTED TO BENDIX AND ANOTHER SPECIMEN OBTAINED FOR PET LOT 4 TEST. REF. FPR F-5039-M	SPECIMEN OBTAINED	104 PET LO	4 1681.	à	. FPR F-8039-M	•
	INSTRUMENTATION-A/B TELEMETAT BET AND TRANSOUC ERS	8LV-88-84-4368-F OSCILLATOR-POTENTIOMETER	FAR 87-01607-118	***************************************	FACTORY	ž Q	7E8 BENDIX NO 313158-86	73888
	FAILURE MODE-OPEN (ELECT) UT. THE MAXIMUM ALLOMED 18 OF THE MIPER WIRE LOOSE F	FAILURE MODE-OPEN (ELECT). OSCILLATOR FAILED WHEN 173 NOISE LEVEL INDICATED 15 TO 20 PERCENT WITH A 2.5 VOLT DC INP 17. THE MAXIMUM ALLONED 12 3 PERCENT. FAILURE MAS CONFIRMED AND DUE TO THE BENSITIVITY POTENTIOMETER HAVING ONE SIDE OF THE WIPER WIRE LOOSE FROM 172 SOLDER CONNECTION.	LEVEL INDICATED 15 AND DUE TO THE BENS.	TO EG PER	ENT WITH	4 E	S VOLT DE INPAVING ONE SIDE	
	CORRECTIVE ACTION-RECONNE	CORRECTIVE ACTION-RECOMMENDED THAT THE VENDOR TAKE CORRECTIVE ACTION TO PREVENT RECURRENCE OF	VE ACTION TO PREVEN	F RECURREN	E OF THE	F.	THIS FAILURE MODE.	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	BLV-89-84-4431F Drmodulator-circuit Board	FAR 60-11110-8	631227	FACTORY	YEB 60/C	J/01	00528
	FAILURE MODE-ERRATIC OPERATION. MIMUR 0.023 VOLTS DC. THIS MAS (T HAVING SCLDER ON BOTH SIDES OF HOLE: AND (S) THE DESIGN NOT ALL	FAILURE MODE-ERRATIC OPERATION. POTENTIONETER A1-R1 COULD NOT BE ADJUSTED TO GIVE A VOLTAGE CUTPUT OF 2.500 PLUS OR MINUS D.023 VOLTS DC. THIS MAS CAUSED BY LAND S78 PLATED HOLE BEING OPEN CIRCUITED AND THE ELECTRICAL CONNECTION NO I NAVING SOLDER ON BOTH SIDES OF THE DOARD. THO CONDITIONS CONTRIBUTED TO THIS. (A) THE BELOW STANDARD PLATE THROUGH HOLE: AND (S) THE DESIGN NOT ALLOWING COMPLETE INSPECTION.	OT BE ABJUSTED TO 6: LE BEING OPEN CIRCUI ONTRIBUTEU TO THIS.	VE A VOLT	SEE CUTPU EE ELECTR LOW BTAN	T OF ICAL DARD	E.500 PLUS OR CONNECTION NO PLATE THROUGH	
	CORRECTIVE ACTION-BRECTROL.	N. CIRCUIT BOARDS OS-111164-S SURVEYED FOR REINSPECTION OF PLATED HOLES.	YED FOR RETHEPECTION	OF PLATE	HOLES.			
	INSTRUMENTATION-A/B TELEMETAY SET AND TRANSOUC ERS	8F-08-24-32GYF OBCILLATOR	FAR 7-01664-687	***************************************	BO-FAC	52	VES 1040659-VT	:
	FAILURE MODE-TWO OSCILLAT R. TELEPAK ET-11541 MOT PA) OSCILLATORSREPORTEDLY FAILED WHEN INSTALLED IN TELEPAR 27-11841. FAILURE NOT CONTIRNED INOSCILLATO 141 NOT PAILURE AMALYTED.	D IN TRIEFAR BY-8184	IS. FAILURE	NOT CON	7181	ID INOSCILLATO	
	CORRECTIVE ACTION-NO CORR	CORRECTIVE ACTION-NO CORRECTIVE ACTION WAS TAKEN BECAUSE THE FAILURE COULD NOT BE CONFIRMED.	E FAILURE COULD NOT	BE CONFIRM	60.			
-	INSTRUMENTATION - A/B TELEMETRY SET AND TRANSDUC ERS	A-AS-E4-ASS4-F COMMUTATOR-SCREW	7AR 33-01171-0		ACTORY	2	SELERG "FACTORY "YES FIFTH DIMENSION NO. N. NRKD-254	The first of the f
	FAILURE MODE-STRUCTURAL.	FAILURE MODE-STRUCTURAL: COMMUTATOR OPERATED INTERMITTENTLY. PAILURE WAS CONFIRMED AND CAUSED BY A LOOSE SCREW SECU	. FAILURE WAS CONFIE	MED AND CA	V8 0340	9		
_	~						PASE 0223	-

SENERAL BYNAMICS CONVAIR BIVISION

5361 MAT 11

*		THE PARTY OF THE P				1
STRIKE SUS-STRIKE	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
RIMS THE ROTOR TO THE SEAR IN TO FALL INTO THE SEAR CA	RIMS THE ROTOR TO THE SEAR CASE ENDPLATE. THE SCREW WAS NOT PROPERLY TISHTEMED DURING COMMUTATOR ASSEMBLY. ALLOWING It to fall into the gear case after se hours of operation at astromautics.	ROPERLY TIGHTENED S ABTROMAUTICS.	URING COM	UTATOR A	BERMELY, ALLOWING	•
CORRECTIVE ACTION-RECONNENDED THA ECUARENCE OF THIS TYPE OF FAILURE.	CORRECTIVE ACTION-RECOUNENDED THAT THE VENDOR IMPROVE INSPECTION PROCEDURES DURING COMMUTATOR ASSEMBLY TO PREVENT Currence of this Type of Failure.	TION PROCEDURES DU	1N6 COMMU	ATOR ASS	IMBLY TO PREVENT R	
INSTRUMENTATION-A/B LV-89-E4-4337-C TELEMETAT SET AND TRANSDUC ELECTRICAL FILTER	LV-88-EA-4837-C ELECTRICAL FILTER	7. A. M.		FACTORY	5 5	•
FAILURE MODE-FAIL TO OPERATE AT PRESERIBED TIME. RC AMALTSIS MAS WAIVED BY SLY RELIABILITY COMING.	FAILUME MODE-FAIL TO OPERATE AT PRESERIDED TIME, LIMITER FILTER PAILED WHEN CHAMMELS 1:2 AND 3 MAD MO GUTPUT. PAILU Ic amalysis mas maived by beliability comtrol.	TER FAZLED WHEN CHA	MELS 1.2	* 044	NO OUTPUT. FAILU	
CORRECTIVE ACTION-NOME DUR	CORRECTIVE ACTION-NOME DUE TO MAIVER OF FAILURE AMALYBIS.					
INSTRUMENTATION-A/B LV-09-E4-4334-C TE'EMETRY SET AND TRANSDUC ELECTRICAL FILTER ERS	LV-09-84-4334-C ELECTRICAL FELTER	7AR 7-11888-8	91210	FACTORY	76.8 50	1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILURE MODE-FAIL TO OPERA RE ANALTSIS MAR MAIVED BY S	FAILURE MOCT-FAIL TO OPERATE AT PRESCRIBED TIME, LIMITER PILTER FAILED WHEN CHANNELS 1:8 AND 3 HAD NO OUTPUT, FAILU Re analysis war waived by sly reliability comtrol, 8/N 110; N/A 58-13537.	TER FAILED WIEN CHA I'A 38-13537.	NAELS 3.8	AN 8 MA	NO OUTPUT. FAILU	
CORRECTIVE ACTION-MONE DUE	CORRECTIVE ACTION-NOME DUE TO WAIVER OF FAILURE ANALYSIR.					
INSTRUMENTATION-A/B PRESC-3018-1 TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER Errs	FRESCHSOLS.1 FRESUME TRANSOUCER	69-01003-81		PACTORY	NO BOURNS NO BOOTST1702	• 44.0
FAILURE MODE-OUT OF TOLERA SO PERCENT. THE OVERSHOOT M AMBDUCER FAILURE.	FAILURE MODE-OUT OF TOLERANCE. DURING THE REGPONSE TIME TEBT: THE OVERSHOOT WAS MEASURED AS 56 PERCENT. ALLONED IS 10 percent. The overshoot was the result of the test bet up which resulted in a shock tube effect. This was not a tr Amsducer Failure.	, THE OVERBHOOT WAS HICH REBULTED IN A	MEASURED SHOCK TUBI	A8 56 PE : EPFECT.	KEENT. ALLONED IS THIS MAS NOT A TR	
CORRECTIVE ACTION-WOME.						1-
						_

N31818	TEST/REPORT NUMBER DIF DAT	A SOURCE	VEHICLE	3116	PRI VENDOR NAME	9	
SUE-SYSTEM	FAILED COMPONENT NAME	PART NUMBER	DATE DIF	10 M		$\neg \neg$	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	LV-68-RA-438R-C TELEMETRY TRANSMITTER	7 A N 2 7 - 12 6 5 1 - 5	# # # # # # # # # # # # # # # # # # #	g 5	YE& UED NO 80814-H	-	
FAILURE MODE-FAIL DURING	FAILURE MODE-FAIL BURING OPERATION. NO OUTPUT. FAILURE NOT CONFIRMED.	T CONFIRMED.					
CORRECTIVE ACTIOM-AMALTE	CORRECTIVE ACTIOM-ANALYBIS PERFORMED BY AIR FORCE.						
INSTRUMENTATION-A/B LV-88-E4-4 TELEMETRY SET AND TRANSDUC OSCILLATOR ERS	LV-88-24-4308-C : OSCILLATOR	7AR 7-01488	631210	BAN DIE	BAN DIES YES SENDIX O NO 7-01488	<u>*</u>	8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1
FAILURE MODE-DRIFT. THREE OGCILLAT	THREE COCILLATORS FAILED WHEN CUTPUT FREGUENCY DRIFTED WITH A STABLE INPUT VOLTAGE. FAILURE AMA TWX 63-61-005.	FREGUENCY DRIFTED WI	TH A STABL	E INPUT	OLTAGE, FAILURE	**************************************	
CORRECTIVE ACTION-NOME.							
INSTRUCENTATION-A/B LV-99- TELEMETRY BET AND TRANSOUC AC-DC ERS	LV-99-24-4297-F C AC-DC CONVERTER/TRAMBIBTOR	FAR 27-12232-3	631216	FACTORY	7E.8 NO	•	691443
FAILURE MODE-ELECTRICAL SHORT, OUTPUT RANSISTOR 84 (2N335) SHORTING FROM BAB EMENT OF 84 RESTORED PROPER OPERATIOM,	FAILURE MODE-ELECTRICAL SHORT. OUTPUT WOULD NOT VARY WITH CHANGE IN IMPUT FREBUENCY. FAILURE CONFIRMED. CAURE WAS T Ransistor sa (20335) shorting from Base to Collector. Reason for transistor shorting could not be deternined. Replac Ement of sa restored proper operation.	H CHANGE IN IMPUT FRI BON FOR TRANSISTOR SI	COUENCY. F.	ALL WAE CO	FAILURE CONFIRMED, CAURE WAS COULD NOT BE DETERMINED, REPLA	PLAC	
CORRECTIVE ACTION-NOME.	CORRECTIVE ACTION-NOME, REASON FOR TRANSISTOR FAILURE COULD NOT BE DETERMINED.	ULD NOT BE DETERNINE					
INSTRUMENTATION-A/B TELENETRY SET AND TRAMSDUC ERS	A-98-84-323-F K OSCILLATOR	FAR 7-01664-961	631217	FACTORY	468 BENDIX 98548	-	692 473
FAILURE MODE-ERRATIC CPERATION. 6E APPLIED.	PERATIOM. THE OBCILLATOR COULD NOT BE ADJUSTED TO ITS PRESCRIBED FREGUENCY WITH MOMINAL VOLTA	F ADJUSTED TO 178	PRESCRIBED.	FREGUENC	Y WITH HOMINAL	40LTA	
CORRECTIVE ACTION-THE RELIABI RE THE ENTIRE TELEMETRY PACKAG FAILURE COULD NOT BE CONFIRMED	LITY FAILURE E BE IRO AND	ANALYSIS GROUP INITIATED CORRECTIVE ACTION, RECOMMENDINS THAT IN THE SENT FOR FAILURE ANALYSIS. THE OSCILLATOR FAILED MITHIN THE FACKAGE.	E ACTION,	RECOMMENS	ING THAT IN THE	7 UT	
					PAGI	PAGE 0225	

STOTEM BUS-STOTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE SITE DATE DATE	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B /F TELEMETRY SET AND TRANSDUC OS ERS	/F1-6C0-61-137 08C1LLATOR	COMPOSITE-4 FACT	137F 11 031210	758	697471
FALLURE MODE-OUT OF TOLERAN	IANCE. RF & CHANNEL B WAS AT 44 PCT PBW WHEN 50 PCT WAS EXPECTED,	PBW WIEN SO PCT MA	B EXPECTED.		
STREM EFFECT-IMPROFER ANAL	IALOG BIGNALB.				
CORRECTIVE ACTION-INSUFFICE	CIENT EVIDENCE AVAILABLE BUT IT IS SELIEVED THE PROBLEM WAS DUE TO A SHIFT IM THE SUS CARR Urseenently adsusted.	BELIEVED THE PROBLE	EN WAS DUE TO A SH	IFT IN THE SUB CARR	
INSTRUMENTATION-A/B /P TELEMETRY SET AND TRANSDUC TL ERS	/F1-6CD-01-137 TLM CANISTER-WIRING	COMPOSITE-J PACT	157F £7R-11 631216	YES NO	007470
FAILURE MODE-OUT OF TOLERAN	ANCE. ABCO AND WFCO BLIPS DID NOT APPEAR ON CHANNEL 1-6 WHEN THOSE FUNCTIONS WERE TRANSHIT	FFEAR ON CHANNEL 1-	-6 WHEN THOSE FUNC	TIONS WERE TRANSHIT	
STSTEM EFFECT-IMPROPER DISCRETE	SCRETE BIGNALS.				
CORRECTIVE ACTION-INSUFFI E TELEMETRY CAMISTER,	VERICLE EFFECT-WOME. CORRECTIVE ACTICH-INSUFFICIENT EVIDENCE AVAILABLE BUT IT IS BELIEVED THE PROBLEM WAS DUE TELEMETRY CAMISTER.	BELIEVED THE PROBLI	EN WAS DUE TO FAUL	TO FAULTY WIRING WITHIN TH	
INSTRUMENTATION-A/B BL FELENETRY SET AND TRANSOUC RF ERS	SLV-SS-E4-44Z4-F . RF FOMER AMPLIFIER/TUSE V-E	FAR 87-01612-8	631216 FACTORY	YES BENDIX PACIFIC NO 1077064-4A	492997
FAILURE MODE-OUT OF TOLER TUBE.	FAILURE MODE-OUT OF TOLERANCE. OUTPUT WAS 8 MATTS WHEN 7 WATTS MINIMUM IS EXPECTED. FAILURE CAUSED BY FAULTY VACUUM TUBE.	TS MINIMUM IS EXPE	ITED. FAILURE CAUS	ED BY FAULTY VACUUM	
CORRECTIVE ACTION-ALL SUBSECTED TO INSTALLATION.	CORRECTIVE ACTIOM-ALL SUBSEQUENT UNITS BUILT BY VENDOR WILL INCLUDE TUBES WHICH HAVE BEEN OFERATED THROUGH A RUN Test prior to installation.	INCLUDE TUBES WHICH	HAVE BEEN OFERAT	ED THROUGH A RUN IN	
INSTRUMENTATI A/B LV-09-24-4519-C TELEMETAT SE: IND TRANSDUC CALIBRATOR, WIRING ERS		FAR 87-11610-623	STRIG FACTORY	YES 6D/C	
FAILURE MODE-OPEN (ELECT), AN OPEN COMFIRMED BECAUSE FAILURE AMALYSIS	AN OPEN CONDITION WAS REPORTED SETMEN 14P AND 124, CONTINUITY WAS EXPECTED. FAILURE HOT AMALYSIS MAS WAIVED.	TWEEN 14P AND 124.	CONTINUITY WAS EX	PECTED. FAILURE HOT	

SCHERAL D ANICS CONVAIR DIVISION

10 10% 1966

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORMS	STYREPORT NUMBER DIF DATA SOURCE VEHICLE SITE PRI VENDOR NAME ED COMPONENT NAME PART MUMBER DATE DIF TIME DIF OTH VENDOR PART MO	CORRECTIVE ACTION-MONE. (FAILURE AMALYBIS) MAIYED, REF. HENO PROM W.J. MALONEY, DATED IS DEC. 1943.	328-C FAR 296D SAN DIEG VES FIFTH DIMENSIO SSISEA O NO N MAXD-438	FAILURE WORE-OUT OF TOLERANCE, COMMUTATOR FAILED MMEN THE DISTANCE SETWEN THE LEADING EDGES OF TWO CONSECUTIVE MAS TER PULSES ON OSCILLORAPH RECORD MAS 4.47 INCHES WHEREAS 4.73 TO S.35 INCHES 18 RESUIRED, FAILURE AMALYSIS MAS CANCELED UPON LEARNING THAT THE TELEPAK WAS REMOVED FROM THE MISSILE DUE TO EXTENDED OPERATION WITHOUT COOLING, LACK OF COOLING WAS THE APPARENT CAUSE OF FAILURE.	RE ANALYSIS MAS NOT PERFORMED.	355-F FAR 227D WIR MO 881056 DITIONER 27-12385-881 631214 YES	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE, AUXILIARY DIGNAL CONDITIONER FAILED WHEN CHANNEL 13 BEGNENT 7, THAT MONITORS NEASURENENT TIEST, INDICATED 150 PERCENT BANDAIDEN WAS EXPECTED. ALSO, THE IMPEDANCE BETWE LAW FIND OF HOW FOUND AT THE SPECIFIC SETUE ALSO HOW FOR THE SAME SETUE ALSO HOW FOR THE SAME SETUE ALSO HE REPORTED FAILURE HAS CAUSED BY CONDITIONS EXTERNAL TO THE SIGNAL CONDITIONER PACKAGE. THE SET ONES REPORTEDLY MEASURED BETWEEN PING 6 AND HOW PLUS ALS WAS PROBABLY BETWEEN PING 6 AND HOW PLUS AND WAS VALUE MOULD BE CORRECT.	NOT CONFIRMED.	436-F FAR 631213 SAN DIKE YES BOURNS 682107 1 INSTALLATION 7-01723-13 0 NO 48013-0-100-75	
MENTATION SYSTEM'AL		FROM W.J. MALONEY,	01 1 7 1 - 8 8	STANCE BETWEEN THE L 18 TO B. SS INCHES 18 1811E DUE TO EXTENDE	AHEO.	160-56821	GNAL CONDITIONER FAI WHEN SO PERCENT WAS CENENT CONDITIONER N CONDITIONS EXTERNAL B 413 WAS PROBABLY		1783-13	
DIPFICULTIES REVIEW-INSTRU	TESTREPORT NUMBER FALLED COMPONENT NAME	FAILURE AMALYBIB) MAIVED, REF. MEMO	TRANSDUC COMMUTATOR	OF TOLERANCE, COMMUTATOR FAILED WHEN THE DESTINATION WITHOUT WETHAT THE TELEPAK WAS REMOVED FROM THE MISAPPARENT CAUSE OF FAILURE.	CORRECTIVE ACTION-NOME, SINCE FAILURE ANALYSIS MAS NOT PERFORMED.	LV-90-E4-4355-F B16HAL COMDITIONER	FICATION OR TOLERANCE, AUXILIARY 31: I'E INDICATED 130 PERCENT BANDWIDTH IN MEMORITA 130 OWNES, WHEREAS THE REPLAINE NAS CAUSED BY EXABURE DETWEIN PING & AND H ON PLUIECT.	AILINE MAS NOT CONFIRMED.	TRANBOUC TRANBOUCER, INSTALLATION	
	878768 848-87878	CORRECTIVE ACTION-NOME, (INSTRUMENTATION-A/B TELEMETAY BET AND TRANSOUC ERS	FAILURE MODE-OUT OF TOLER TER PULSES ON OSCILLOGRAPH ELLED UPON LEARNING THAT IT COOLING MAS THE APPARENT	CORRECTIVE ACTION-NOME, 8	INSTRUGENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAILURE MODE-OUT OF SPECIFICA MONITORS MEASUREMENT TIEST, I EM PINS 6 AND M OM PULO 413 RE FAILURE MAS MOT COMFIRMED, THE THE SEY CHMS REPORTEDLY MEASURE RE THE YALUE WOULD BE CORRECT,	CORRECTIVE ACTION-WOME, FAILVIE MAS NOT CONFIRMED.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC : ERS	

SALE DODY

CORRECTIVE ACTION-VENDOR HAS REVISED TRANSDUCER CLEANING METHODS TO ELIMINATE CONTAMINATION.

SEMERAL ! MICS CONVAIR DIVISION

**** *** **

CORRECTIVE ACTION-REGUESTED REPLACEMENT OF THE HEAVYMEISHT COMBUTATOR WITH A LIGHTMEISHT COMBUTATOR.

CONVAIR DIVISION ;

- 3341 - TAT IL

		•				`		:			•
					:			:			
AND THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	VENDOR NAME VENDOR PART NG	YES APPLIED ELECTR NO OMICS	MD FTIOMER MD MAB CA AL AMPLIF	38 1114	163	HE OUTPUT	CORRECTI	×	ENT OF IN		9000
-	OUZA	APPLI	MAL CO RMED A ERENTS	LATION	VEB KIMETICS VEB ET-01444-3	AND T	ECIPIC	VES BENDIX NO	PCRC		BOURNS
	1 2 2	F 2	816 000F1	2	20	A 11C		* Q	8		3 3
A COLOR OF THE PROPERTY OF THE	TIME DIF OTH	PAC TORY	P PACKAGE UME WAS C I OF THE	THICKER	P.C.TORY	TO SEEAR	1. VB18. H	FACTORY			FACTORY
A I RBORNE	VEHICLE DATE DIF	#1#1 6	IN THE TO B DC. FAIL WE THE CABI	UCTED AND	*****	MAS FOUND	TAILURE AN	250D 631211	ENCESS!		112110
RUMENTATION SYSTEM"	DIF DATA BOURCE	FAR 87-01444-8	LED WHILE INSTALLED OR HINUS 0.10 VOLTE MATERIAL AND TOUCHID	ECTION IS BEING COND	FAR 87-01444-3	LED WHEN THE CUTPUT	HE REBULTS OF THIS P	FAR 87-11841-938	EN CHANNEL E INDICAT		UTP-FAT 48-01008-81
DIFFICULTIES REVIEW-INSTRUMENTATION STORY ALBORNE	TEST/REPORT NUMBER FAILED COMPONENT NAME	TRANSDUC AMPLIFIER, WIRING	RT (ELECT). THE DIFFERENTIAL AMPLIFIER FAILED MAILE INSTALLED IN THE TOP PACKAGE SIGNAL COMDITIONER Zero volts dc. Expected output is s.o plus or minus d.10 volts dc. Pailume has comfirmed and was ca Commectiom protrudime through the potting material and touching the case of the differential amplif	CORRECTIVE ACTION-VENDOR INFORMED OF FAILURE. TIGHTER INSPECTION IS BEING COMDUCTED AND THICKER INSULATION WILL BE AED DURING MANUFACTURE.	A-99-24-4330-9 AWPLIFIER	FAILURE MODE-ERRATIC CHERATION. DIFFERENTIAL AMPLIFIER FAILED WHEN THE CUTPUT WAS FOUND TO BEERRATIC AND THE CUTPUT Of channel 1 would not abjust, failure not confirmed	CORRECTIVE ACTION-NOTIFIED RESPONSIBLE TEST PERSONNEL OF THE REBULTS OF THIS FAILURE ANALYSIS. NO SPECIFIC CORRECTI E action was taken.	LV-A8-E4-4308-F TLM CAMIDTER	OF TOLERANCE. TELENETRY PACRAGE FAILED WHEN CHANNEL E INDICATED ENCESSIVE NOISE OF & PERCENT OF IN	-MOME, FAILUME NOT COMFIRMED.	FRANCE PRESURE TRANSCUCER
	8787EH 808-8787EH	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FAILURE WODE-SHORT (ELECT MEN OUTPUT WAS ZERO YOLT UNED BY A SOLDER COMMECTIOLER.	CORRECTIVE ACTION-VENDOR USED DURING MANUFACTURE.	INSTRUMENTATION-A/B TELEMETHY BET AND TRANSDUC ERB	FAILURE MODE-ERRATIC OVER OF CHANNEL & MOULD NOT AD	CORRECTIVE ACTION-NOTIFIE	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	FAILURE MODE-OUT OF TOLER! PORNATION BANDMIDTH.	CORRECTIVE ACTION-NOME, F.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC I

FAILURE MODE-OUT OF TOLERANCE. DURING THE RESPONSE TIME TEST, THE OVERSHOOT WAS MEASURED AS SE PERCENT, ALLONED IS IS PERCENT. THE OVERSHOOT WAS THE RESULT OF THE TEST SETUP WHICH RESULTED IN A SHOCK TUBE EFFECT. THIS WAS WOT A TRA MSDUCER PAILURE, B/M SSEDIES.

1

CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUNENTATION SYSTEM-AIRSORME

**** **** **

	*****	***************************************		6 9 5 4 6	* * * * * * * * * * * * * * * * * * *
E SITE PRI VENDOR NAME IF TIME DIF OTH VENDOR PART NO		FACTORY VES BEHOLK NO 3131107-3	E SOLDER IN THE BOUBLER STAGE HAT INSPECTION PROCEDURES WERE LLICS NUST FIRST SE STAMFED SY		FACTORY YES BENGIX NO 1041968-4-R TO E 31
VEHICLE DATE DIF		012160	EXCESSIVE EPLIED TH	63381G AFH 5.2. DWT1MC BR E. TN18 C	8 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DIF DATA BOURCE PART NUMBER		FAR 87-01630-1	FIRMED, CAUSE WAS INCHES. VENDOR RI.	FAR 87-18478-1 830-770-8; PARAGEL CRACKED BY THE WON REDUCED RESISTANCE T THE OUTPUT OF THE	FAR 7-01488-881
TEST/REPORT NUMBER FAILED COMPONENT NAME		# A-80-E4-4E6E-F TRAMSOUC RF TRAMSMITTER-WIRING	FAILURE MODE-CONTAMINATION, UNIT HAD NO OUTPUT, FAILURE CONFIRMED, CAUBE WAS EXCESSIVE SOLDER IN THE BOUBLER STAGE MORTIME THE FEED THROUGH TO GROUND. CORRECTIVE ACTION-REQUESTED VENDOR TO TIGHTEM INSPECTION TECHNIQUES, VENDOR REPLIED THAT INSPECTION PROCEDURES WERE ADEQUATE BUT THAT THIS UNIT SOMEHOW MISSED FINAL INSPECTION. IN THE FUTURE, ALL ASSEMBLICS HUST FIRST SE STAMPED ST	HAIRLYNE HAPLETION PRIOR TO BEING ACCEPTED BY 6D/C INSPECTION. HAIRLYNE HAILON - A/B FAILURE MODE-OUT OF TOLERANCE, SUMMATION METHORR FAILED EOF 330.770.8; PARAGRAPH 5.2; BY READING 0.336 VOLT DC MHEN O PLUS OR MHUS 0.002 VOLT DC IS EXPECTED. FOTTING WAS ALSO CRICKED BY THE WOMPTHG BRACKET. FAILURE WAS CONFISHED AND WAS CAUSED BY OVERHEATING OF RESISTOR R-17, RESULTING IN REDUCED RESISTANCE. THIS CHANGE IN REBISTANCE PRODUCED AN UMBALANCED BRIDGE METHORR, CAUSING AN EXCESSIVE VOLTAGE AT THE OUTPUT OF THE BRIDGE.	OM-MOME. /8 LV-88-24-4360-F TRAMSDUC BUBCARRIER OSCILLATOR
SYSTEM SUB-BYSTEM	CORRECTIVE ACTION-NOME.	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	FAILURE MODE-CONTAMINATION, UNIT HA BHORTING THE FEED THROUGH TO SEQUIND, CORRECTIVE ACTION-REGUESTED VENDOR ADEQUATE BUT THAT THIS UNIT SOMEHOW	TANDOM INSTITUTE FRIDER INSTRUMENTATION—A/B TELEMETRY SET AND TRANSDUC ERS FAILURE MODE—OUT OF TOLEN O PLUS OR MINUS D.00R YOL AND WAS CAUSED BY OVERHEAT AN CHRISTANCED BRIDGE METHO	CORRECTIVE ACTION-NOME. INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC

GRIEGO FACTORY VES BENDIX NO IDSGTOR-13K/TO ERG

FAR 7-01488-827

FAILURE MODE-FAIL QUAINS OPERATION. NO OUTPUT FROM OSCILLATOR.

FAILURE MODE-STRUCTUMAL, DUE TO A BROKEN WIRE, THE BUBCARRIEN OSCILLATOR INDICATED INTERMITTENT OUTPUT, THE BREAK W AS POCSIBLY THE REBULT OF METAL FATIGUE CAUSED BY EXCESSIVE HANDLING.

CORRECTIVE ACTIOM-PRODUCTION PERSONNEL WERE CAUTIONED TO TAKE CARE IN MANDLING OF PARTS.

INSTRUMENTATION-A/B LV-99-24-4364-C FELENETRY SET AND TRANSDUC OSCILLATOR ERS

SEMERAL DYNAMICS CONVAIR DIVISION DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

9961 NOF 91

	***************************************	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		i	7 0 0 N 0 0 N 0 0 0 N 0 0 0 0 0 0 0 0 0			5 6 7				
2 E			1.4 1.4 1.4 1.4			\$		-	2 :	0 0		9
PRI VENDOR MAME OTH VENDOR PART NO		BEND1X 1046173-2-A	DC WHEN			TIVE PU		MAYBERRY 120-1A	OUTPUT MAS NO DC IN THE SAT	E REVIDE	KEMETICS 27-81448-3	1.000 01
# # B		YES BENDIX NO 104617	NOL I		1 0	¥		7E 8 84	2 4 2 4	25 GE	22	1 T
VEHICLE SITE DATE DIF TIME DIF		FACTORY	UMED D.TAL		FACTORY	· PRODUCET		FACTORY	ETRY PACKA	DTHENT PRO	FACTORY	H MADE. P
VEHICLE DATE DIP		63120	HITOR MEAN		62120	WE PULBER		*****	N A TELEM Ne adjusti	MEAN MEAN	608180	OULD NOT 1
DIF DATA BOURCE PART NUMBER		FAR RT-DIRE	: 188 VOLT OUTPUT NC. BE DETERHIND BING ETER COME HAVE CALA			POBITIVE AND MESATI		FAR 88-01120-3	ED WHILE IMPTALLED I ENTIAL AWELFIER BEI).	THIS CONDITION AND	FAR 87-01444-8	BECAUSE FERO ADJ. C.
TEST/REPORT NUMBER FAILED COMPOMENT NAME	AILURE AMALYBIS MAIVED.	B LV-86-24-4380-F TRANSDUC POMCR SUPPLY	F OF TOLERANCE, POWER BUPPLY FAILED DMEN THE 188 VOLT OUTPUT MCMITOR MEABUMED B.718 VOLT DE DMEN 1.4 8 DE 18 EXPECTED, CAUSE OF FAILUME COULD NOT BE DETERNINED SINCE THE FAILUME COULD NOT BE DUPLICATED 180LATE THE PROBLEM AREA, A BROKEN POTENTIONETER COULD HAVE CALGED THE FAILUME BUT 17 NAY HAVE BEEN 10YAL FROM THE CIRCUIT,		LV-88-R4-4381-C IN-FLIGHT CALIBRATOR	MATIC OPERATION. FALLED TO PRODUCE ALTERNATE POBITIVE AND MEGATIVE PULBES. PRODUCED MEGATIVE PULBES.	ALLEN THE TAILED.	4-98-24-4308-F Amplifier	ATIC OFERATION, DIFFERENTIAL AMPLIFIER FAILED WHILE INSTALLED IN A TELEMETRY PACKAGE. CUTPUT MAS NO: WAS COMPIRMED AND ATTRIBUTED TO THE DIFFERNTIAL AMPLIFIER BEING ADJUSTED TO S VOLTS DC IN THE SAT (SEYOND ITS MAXIKUM VOLTAGE GAIN CAPABILITY).	CORRECTIVE ACTION-APPROPRIATE FACTORY PERBONNEL MOTIFIED OF THIS CONDITION AND SAIN ADJUSTMENT PROCEDURE REVISED TO PREVENT RECURRENCE,	4-89-24-4822-P Dipperential ampliper	DURING OFFRATION, & UNITO REPORTED FAILED BECAUSE HERO ADJ. COULD NOT BE MADE, FAILURES COMPLANED
SUS-SYSTEM	CORRECTIVE ACTION-NOME. FAILURE ANALYBIS MAIVED.	INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC !	FAILURE MODE-OUT OF TOLER. 11 TO 1.469 VOLTS DC 18 EXT LOWE ENOUGH TO 180LATE THE BROKEN DURING REMOYAL FROM	CORRECTIVE ACTION-NOME.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC I ERS	FAILURE MODE-ERRATIC OPERA ONLY. CORRECTIVE ACTION-MOME, VA		IMSTRUMENTATION-A/8 A-88-24-4; Telemetry bet and transous amplifier erb	FAILURE MODE-ERRATIC OPERA H-LIMEAR, FAILURE WAS COMFI URATED COMDITION (BETOND IT	CORRECTIVE ACTION-APPROPRI. PREVENT RECURRENCE.	_ 2	FAILURE MODE-FAIL DURING OF

SENERAL DYNAMICS CONVAIR DIVIBION

3 3

**** *** **

	3		***	9448		j:	10.E	***************************************	TC TO L
	VENDOR MANE VENDOR PART	O THE SMOUT	YES WIANCKO NO PE-4108-18	NV ARE ALLO	YES BORG-MARKER HO 8747-8	THE ALLOWABI	LENDPOINT . LIED THAT HG LTR. 84-873- C LTR. DEPT.	BERYONIC N-75	MEN THE ELL
	VEHICLE SITE PRI VENDOR NAME SATE DIF TIME BIF OTH VENDOR PART NO	NE APPLIED T	PACTORY YES	NY MHERE SO	FACTORY YES	REATER THAN TO AGING CAU	ING ORIGINAL DESIGN REPL SODE: 160/C ACTION 160/L	SAN DIES YES SERVONIC O NO H-75	T TIS BOLDER
*AIRBORNE		VOLTAGE BEII	00 #110	PPLE MAB 480 RCENT CHECK C	*****	ERROR MAS 64	TOUR REDUCTIONS OF COURTS OF CORRECTIVE	902189	DURING FACTOR
TUMENTAL FOR SYSTEM	DIF DATA BOURCE PART NUMBER	CCESSIVE ANOUNT OF SET TO PREVENT SU	UTP-8UAL/PPT 87-01858-15	K. 1841. OUTPUT RE. 16. (8/N 3110114). INSTITUTED 100 PE.	FAR 7-01413-5	COUPUT PRESUENCY E VIBRATIME WIRE A	PREVISE SPEC CONTI PUT BEYOND TLM CM. IT OF NO FAILURE R. LARIFFIMG MEED FOI	FAR 7-01720-5	IENT HA48P FAILED !
DIFFICULTIES REVIEW-INSTRUMENTALION STSTEM-AIRBORME	TESTARFORT NUMBER PAILED COMPONENT NAME	. CAUSED BY MO OUTPUT FROM CHANNEL NO B REBULTING FROM AN EXCESSIVE AMOUNT OF VOLTAGE BEING APPLIED TO THE IMPUTS. CORRECTIVE ACTION-A BOD OHN REBIBTOR WAS ADDED TO TET TEST BET TO PREVENT BURGES AT POMER OM.	INSTRUMENTATION—A/B PPT-TP-68F-1768.1 TELEMETRY BET AND TRANSDUC DIFFERENTIAL PRESSURE TRANSDUCER ERS	FAILUME WOOE-ELECTRICAL OFEN. AT START OF PRESURNCY RESPONSE TEST, OUTFUT RIPPLE WAS 450 MV MHERE 50 MV ARE ALLOMAS LE. FAILUME WAS CAUSED BY A SROKEN WELD IN ELECTRICAL PACKAGE. (8/N 3115114). CORRECTIVE ACTION-VENDOR INCREASED INSPECTION OF WELDS AND INSTITUTED 100 PERCENT CHECK OF UNITS FOR OUTFUT RIPPLE.	FAR-A-BB-E4-4423 C ACCELEROMETER TRANSDUCER	FAILURE MODE-DRIFT. THE TRANSDUCER MAS REJECTED BECAUSE THE OUTPUT FRESIENCY ERROR WAS GREATER THAN THE ALLOMABLE T Overances. The failure was the result of a slackening of the vibrating wire assembly due to aging causing a drop in Fresuency of vibration.	CORRECTIVE ACTION-RAR-A-19-24-8229 RECOMMENDED DESIGN GROUP REVISE SPEC COMTROL DNG REDUCING ORIGINAL ENDFOINT TOLE RANCES SO AN EVENTUAL PREDUENT CREEP MILL NOT SHIFT THE OUTPUT BEYOND TLM CHANNEL LIMITS. DESIGN REPLED THAT NO ACTION WOULD BE TAKEN BECAUSE OF THE COST INVOLVED AND THE FACT OF NO FAILURE RATE IN THIS MODE. (GD/C LTR. 84-373-1-P AS DATED 640324). A NEWO MAS SENT TO DESIGN GROUP FURTHER CLARIFYING NEED FOR CORRECTIVE ACTION (GD/C LTR. DEPT. S4 8-1 DATED 640421).	INSTRUMENTATION-A/B A-A8-R4-4313-F TELEMETRY SET AND TRANSDUC TRANSDUCER, INSTRUMENTATION ERS	FAILURE MODE-FAIL DURING OFERATIOM. TRANSDUCER FOR MEASUREMENT MIADP FAILED DURING FACTORY CHECROUT WHEN THE ELECTR ICAL CONNECTOR CANE LOOSE AND ROTATED IN THE TRANSDUCER BODY. THE COMMECTOR BROKE LOOSE AT ITS SOLIER JOINT DUE TO L
**************************************	ATATEN BUB-ATATEN	CORRECTIVE ACTION-A BDD C	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	FAILURE MODE-ELECTRICAL OF FAILURE WAS CAUSED BY CORRECTIVE ACTION-VENDOR DURING 1AT.	INSTRUMENTATION-A/B FAR-A-99-24-4423 Telemetry set and transduc accelerometer transducer erb	FAILURE MODE-DRIFT, THE 1 OLEANCES, THE FAILURE MAI FRESUENCY OF VIBRATION.	CORRECTIVE ACTION-BAR-A-1 RANCES SO AN EVENTUAL PRES TION WOULD BE TAKEN BECAUS -25 DATED 640224). A MENO 6-1 DATED 640421).	INDTRUMENTATION—A/B TELEMETRY BET AND TRAMBOUC ERB	FAILURE MODE-FAIL DURING

CORRECTIVE ACTION-VENDOR WAS RESUESTED TO REVIEW AND UPGATE SOLDERING TECHNISHES TO PREVENT RECURRENCE OF THIS PROS-LEM.

SEMERAL DYNAMICS

**** *** ***

DIVIDION	
CONALR	

	DITFICULTIES REVIEW-INSTRUMENTATION STRIMS PIREORMS	UNENTATION STRENTA	RBORNE				г
AVATEN BUB-AVATEN	TEST/REPORT MUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E	0 7	VEHICLE BITE PRI VENDOR MANE DATE DIF TIME DIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	N-A/B LV-89-E4-4476-F AMO TRANSDUC TRANSDUCER, IMBTRUMENIATION	7.58 7.0878 7.0878	***************************************	SAN DIES VES BOURNS O NO 48018-	# A	BOURKS 48013-0-80-75E	
FAILURE MODE-OUT OF TOLERAN ALIBRATION. IN THE YEAR SINC INTERNAL PRESSURE FROM ESEO 64TIVE STATIC ERROW WAS ALRE H THE 61ASS AND THE LACK OF R DANAGE CAUSED THE FAILURE.	FAILURE WODE-OUT OF TOLERANCE, TRANSDUCER INDICATED A MEGATIVE STATIC EUROR OF MINUS SS.23 PERCENT DURING ROUTINE C ALISRATION, IN THE YEAR SINCE THE DATE OF MANUFACTURE, AIR LEAKAGE THROUGH THE GLASS ELECTRICAL CONNECTOR INCRESSED. INTERNAL PRESSURE FROM ZERO TO B PSIA: CAUSING THE MEGATIVE ERROR. THE ACCEPTANCE TEST DATA OF SHOWES SHOWED THE ME GATIVE STATIC ERROR WAS ALREADY AT THE MAXIMUM PERMITTED BY SPECIFICATIONS. THE LOCATION OF THE LEAKAGE PATHS THROUG H THE GLASS AND THE LACK OF CHIPS: CRACKS: OR DAMAGE; INDICATED PORCESTY IN THE GLASS INSULATOR BATHER THAN CONNECTO	LVE STATIC ENROR OF ERROR. THE OF ERROR. THE ACCEPTAM SPECIFICATIONS. THE OTED PORCESTY IN THE	MINUS SO.S LLASS ELECT EE TEST DAY LOCATION C GLASS INSI	TA OF THE	NOVEL BNOVEL	MING ROUTINE C TOR INCREASED: SHOWED THE NE E PATHS THROUG I THAN CONNECTO	
CORRECTIVE ACTION-RECOMMENDED TESTS CAUSE A SMIFT IN REFERENCE PRESSURE.	ACTION-RECOMMENDED TESTS BE COMDUCTED TO ASSUME THE ASSENCE OF LEATAGE PATHS INTO THE CASE, AS THIS MAY I IN REFERENCE PRESSUME.	THE ABBENCE OF LEASO	IGE PATHS !	MTO TH	. CAB	. AB THIB MAY	
INSTRUMENTATION-A/B TELEKETRY BET AND TRANSDUC ERB	M-A/B BLY-89-24-4474-F AND TRANSDUC TRANSDUCER, INSTRUMENTATION	FAR 7-01728-11	902189	SAN DIEG YES SOURNS O NO 42613-	# Q	800RNS 48613-0-50-758	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILURE MODE-OUT OF TOLE LURE MAS MOT CONFIRMED. R US. OF FAULTY ESUIFMENT.	FAILURE MODE-OUT OF TOLERANCE. TRANSDUCER INDICATED EXCESSIVE NEGATIVE STATIC ERROR DURING ROUTINE CALISRATION. FAI URE MAS MOT CONFIRMED, REPORTED FAILURE MAY HAVE SEEN DUE TO THE USE OF INCORRECT CALISRATION TECHNISUES OR TO THE USE OF FAULTY EQUIFMENT.	VE NEGATIVE STATIC I TO THE USE OF INCORRI	ERFOR DURIN	TION T	2 250	LIBRATION. FAS	
COARECTIVE ACTION-FAILUR MISHES AND EQUIPMENT USED	COARECTIVE ACTION-FAILURE WAS NOT CONFIRMED.RESUESTED APPROPRIATE PERSONNEL THAT IN A FAILURE OF THIS TYPE THE TECH MISHES AND EQUIPMENT USED BE RECHECKED BEFORE TRANSDUCERS ARE REJECTED.	FRIATE PERSONNEL TH. E REJECTED.	T IN A FA	ורמוב ס	I.	TYPE THE TECH	
ENSTEUNENTATION-A/B FCLEDETAT NET AND TRANSDUC EFS	M-A/B LV-89-24-4468-F AND TRANSDUC TRANSDUCER, INSTRUMENTATION	FAR 7-01723-11	***************************************	SAN DIEG YES BOURNS O NO 4E013-	÷ 2	BOURNS 48013-0-30-758	S 0 2 4 4
FAILURE MODE-OUT OF TOLE NT. THE MAXIMUM ALLOMALE RRIHE DURING THE VENDORS BMIRT IN THE BALL PUBHRO RESPONSIBLE FOR THE POBIT	PAILURE MODE-OUT OF TOLERANCE. THREE TRANSDUCERS INDICATED POSITIVE STATIC ERRORS FROM PLUS 1.56 TO PLUS 3.92 PERCE MT. THE MAXIMOM ALLOMABLE IS PLUS OR MINUS 1.6 PERCENT. TWO OF THE TRANSDUCERS FAILED DUE TO OVERPRESSURIZATION OCCU BRITE DURING THE VENDORS CLEANING PROCESS. THE THIRD FAILED DUE TO THE BALL BEING PULLED OUT OF 1TS SOCKET. EITHER A BHIFT IN THE BALL PUSHROD POSITION. ON TILTIMS OF THE BALL SOCKET HALF. ALLOWED BY CRACKED SOLDER JOINTS. COULD SE RESPONSIBLE FOR THE POSITIVE SHIFT. THE SOLDER JOINTS WERE DANSEED BY ROUGH MANDLINS OR BY DROPPING THE TRANSDUCER.	POSITIVE STATIC ERROOF THE TRANSOUCERS OF THE TRANSOUCERS OF THE SALL SELIMANDED BY ROUGH HAM	DRB FROM PL FAILED DUE NG PULLED (BY CRACKE DLIME OR BY	108 1.30 OVES OVES OVES OVES OVES OVES OVES OVES		LUB 3.92 PERCE URIZATION OCCU CKET. EITHER A MTB. COULD BE HE TRANSDUCER.	
CORRECTIVE ACTION-BURVEY SE-85. BY THE ENGINEERING DEPARTHENT PER BURES UNION BHOULD ELIMINATE THE REBUURIZATION OF THE TRANSDUCERS.	CORRECTIVE ACTION-SURVEY SS-63, REVISION A: PURSING ALL SHSTALLED. IN STOCK, AND SPARE BY YNE ENGINEERING DEPARTHENT PER NEMO STT-6-58E WAS APROVED ES OCT 63, THE VENDOR HAS BURES WHICH SHOULD ELIMINATE THE OVERPRESSIGIZATION PROBLEM. HISSILE CHECKOUT PERSONNEL RESUURIZATION OF THE TRANSDUCERS.	TALLED, IM STOCK, A D ES OCT 63, THE VE MISSILE CHECKOUT PI		UNITE FOR INITIATED WERE CAUTI	NEW T	UNITE FOR A TEST CALLED OUT INITIATED NEW CLEANING PROCE WERE CAUTIONED ASSINST OVERP	

SENERAL VINANICS CONVAIR BIVISION

18 JUN 1888

		DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME	UMENTATION SYSTEM"A	INBORNE					
	AVSTEN BUB-SYSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	BITE PRI	OTH	VENDOR MANE VENDOR FART NO		
	IMITRUMENTATION-A/B TELEMETRY SET AND TRAMSOUC ERS	FRESC-2161.1 POSITION TRANSDUCES	UTP-BUAL/PPT 68-01008-1	631806	FACTORY	2 9	VES SERVONIC NO SOAL-DIDI	***************************************	_
	FAILURE MODE-ELECTRICAL O	FAILURE WOOE-ELECTRICAL OPEN. THE TRANSDUCER INDICATED AN OPEN CIRCUIT SETWEEN SO AND SO PERCENT OF 178 RANGE DUE D a droken lead wire to the wiper. The method of soldering and then potting to relieve stress was not adesuate.	PEN CIRCUIT BETWEEN NO THEN POTTING TO	80 AND 80 RELIEVE 87	PERCENT RESS MAS	2 2	TS RAMSE DUE T ADEGUATE.		
-	CORRECTIVE ACTION-THE VEN	VENDOR CHAMEED BOLDERIME AND POTTIME PROCEDURES AND ALSO MOVED THE JOINT TO PACILITATE INSPEC	PROCEDURES AND ALSO	MOVED THE	T THIOT	, , , , , , , , , , , , , , , , , , ,	ILITATE INDPEC		
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	PPT-TP-68F-1795.1 DIFFERENTIAL PRESSURE TRANSOUCER	UTP-LUAL/PFT 87-01388-18	631206	PACTORY	5 5	W1ANCKO PE-4108-13	***************************************	_
	FAILURE WODE-OUT OF TOLERANCE, DURING ALTITUDE - URE FOUND DUE TO IMADVERTENT OVERPRESSURIZATION		AMO POST ALTITUDE TEST, THE UNIT EXCEEDED BY FAULTY TEST EGUIPMENT, (8/M BDS-DDES).	T EXCEEDED BDS-GOES).	ALLOWAS	2	ROR BAND. FAIL	:	
	CORRECTIVE ACTION-TEST PROCEDURE AND SET-UP	MODIFIED	TO PREVENT REOCCURRENCE.						
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	PFT-TP-69F-1795.1 DIFFERENTIAL PRESSURE TRANSDUCER	UTF-6UAL/FFT 27-01532-13	631803	FACTORY	<u> </u>	WIANCKO PE-4106-13	****	_
	FAILURE HODE-OUT OF TOLERANCE, BURING MCE, OFERATION CONSIDERED MARSIMAL (MO	FAILURE MODE-OUT OF TOLERANCE, BURING POST ACCELERATION PROOF CYCLE, ERROR SAND WAS D.1 PERCENT OVER READOUT ALLOMA Ket. Openation considered marsimal (MO Data amift indicated, s/m 305-502f),	OF CYCLE: ERROR SAN SAN SOS-GORE).	D MAB 0.1	PERCENT	DVER	READOUT ALLOWA		
	CORRECT! VE ACTION-MOME.								
	INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC ERB	LV-88-E4-4388-F AMPLIFIER: CIRCUIT BOARD	FAR 88-01120-8	***************************************	FACTORY	5 2	MAYBERRY 180-18	•	
	FAILURE MOSE-SHORT (ELECT MORTED. FAILURE MAS CONFIR	KELECTRICAL). DIFFERRTIAL AMPLIFIER FAILED WHEN PING 4 AND & MERE OBSERVED TO BE ELECTRICALLY & CONFIRMED AND WAS CAUSED BY THE WIRE TO PIN 4 BEING PUNCTURED BY PIN 6.	LED WHEN PING 4 AND & MERE COSE. PIN 4 BEING PUNCTURED BY PIN &.	e were on	SERVED T		ELECTRICALLY &		
	CORRECTIVE ACTION-RECOMME	CORRECTIVE ACTION-RECOMMENDED THE VENDOR ENLARGE THE CIRCUIT BOARD TO ALLOW ADERUATE ROOM FOR PIN CLEARANCE. VENDOR Perlied that men mountime technibule are being initiated to prevent this problem from recurring.	F BOARD TO ALLOW AD PREVENT THIS PROBLE	COUATE ROO EN PRON RE	N FOR PE	3	ARANCE. VENDOR	· · · · · · · · · · · · · · · · · · ·	
							PA6E 0834		

SENERAL JYNAMICS CONVAIR DIVISION

10 JUN 11000

	**************	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'A	RBORNE				
	8787EX 808-8787EX	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	81TE TIME DIF	PRI VEND	PRE VENDOR NAME OTH VENDOR PART NO	
	IMBTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	LV-00-E4-4E64-F TLM CANIBIER	FAR R7-11841-938	# # # # # # # # # # # # # # # # # # #	FACTORY	VER BENDIX HO 87-115	BENDIX B7-11841-838	•
	FAILURE MODE-FAIL DURING TEST CASLIMS.	IL DURING OPERATION. 8 TO 7 PCT NOISE WAS REPORTED ON CHANNELM 15 AND E. CAUSE-NOST PROBABLY HISSILE	ORTED ON CHANNELS	18 AND E. C	AUSE-NOS	T PROBAB	LY MISSILE	· · · · · · · · · · · · · · · · · · ·
	CORRECTIVE ACTION-NOME. F	FAILURE NOT CONFIRMED.						
	INSTRUMENTATION-A/B TELEMETRY SET AND FRANSOUC ERS	68C-EDST Temperature transducer	C15-521	631E04	3/9 3	YES LEWIS NO 568348	4 9	::
	FAILURE MODE-SHORT (ELECT HIS MAS CAUSED BY INMERSIN	FAILURE MODE-SHORT (ELECT). INSULATION RESISTANCE DURING HIGH TEMPERATURE-MUNIDITY TEST MAS LESS THAN 20 MECOHMS. T Is has caused by inmersing in Mater prior to this teat for a calibration at 32 degrees f.	H TEMPERATURE-HUMI	DEGREES F.	48 LE88	THAN 20	HECOMMS. T	
	CORRECTIVE ACTION-A VINYL THE TRANSOUCER WILL BE AIR	BAG WILL BE USED TO KEEF LIBUIDS OUT OF THE PROBE DURING CALIBRATIONS IN ICE WATER. ALSO DRIED AT 150 DEGREES F. FOR 30 HIMUTES AFTER INMERSION IN LIBUIDS.	NUT OF THE PROBE DU	TING CALIBI	ATTONS I	N ICE WA	TER. ALBO	-
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FR-48C-2018.1 PRESSURE TRANSCUCER	40-01003-R9	431204	FACTORY	VES BOURNS NO ZUDTST	SOURNS EDD7371702	*****
	FAILURE MODE-LEAK-IKTERKA THIS WAS DUE TO A SMALL L. S/M SGGG477.	K-INTERMAL, DURING PREVISSATION PROOF CYCLE, THE TRANSDUCER OUTPUT SMIFIED 3 PERCENT AT ALL POINTS. A SMALL LEAK IN THE SOLDER JOINT OF THE KLECTRICAL CONNECTOR. THIS MAS CAUSED BY PAULTY SOLDERING.	THE TRANSDUCER OUTTRECAL CONNECTOR.	TPUT SHIFT	UBED BY	ENT AT A	ALL POINTS.	· .
	CORRECTIVE ACTION-ARRANGEMENTS HAVE BEEN EBUIREMENTS), AND ALL SOLDERING PERSONNEL		MADE FOR ALL SOLDERING TO BE CONTROLLED BY MBF. TO BE CERTIFIED BY NASA CERTIFIED ;MSTRUCTORS.	ED BY MBFC- TRUCTORS.	PRUC-188	B CHABA	OLDERING R	
1	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	PET-TF-2-0564.1A PRESSUR TRANSCUCER	UTF-PET #T-01848-9	631204	FACTORY	VES COLVIN	COLVIN 401-A-18-78	••04
	FAILURE MODE-OUT OF TOLER LUTIOM, OME STEP MAS 0.6 P	TOLERANCE. THE UNIT FAILED RESOLUTION TEST WHEN S.R PERCENT OF STEPS EXCEEDED D.25 PERCENT RESO D.8 Percent FBY/A.		T OF BIEFS	EXCERUED	5.5	RCENT RESO	
	CORRECTIVE ACTION-THE RED	CORRECTIVE ACTION-THE RESOLUTION TEST WAS REVIEWED AND THE RESUIREHENT WAS REVISED TO 3 PERCENT FSV/R.	COURTERING NEW	1 80 10 3	ERCENT F	8V/R.		
							PA6E 0238	

CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORME

ا و	9 2	977 7		» [
BITE PRI VENDOR NAME TIME DIF OTH VENDOR PARF NO	ADING D.23 AND B. COMFIRMED AN NGE IN RESIDTA BRIDGE.	JAYBERRY J14-9 D 12-PERCENT N RPORTED FAIL TION CORRECTED ENOVED BE EXAM	NO 1096463-58 NO 1096463-58 RHEATING DUE TO EX	ND BERVONIC ND SION CRACKING AT
9 9	THE SECTION	NO YES SO TO THE OWNECT	YERNE	01 01 01 01 01 01 01 01 01 01 01 01 01 0
817E 71ME D1	TACTORY 0. 9.4. 0. TAILU MCE. THI	FACTORY L 12 HAD SE THE TO ONFIRMED TRICAL C	FACTORY YES REED AND LOSSAL	FACTORY RESS-CON
VEHICLE DATE DIF	A THE O	HEN CHANNE CTED BECAN FOOR ELEC	2350 835E0E RMED CAUSE	R94-D 891808 N6 PROH 81
DIF DATA BOURCE PART HUMBER	FAR E7-18478-1 E7-18478-1 D.030.002 VOLT DC A DLTING IN REDUCTION AN EXCESSIVE VOLTAGE	FAR 87-01841-1 REPORTEDLY FAILED W COMENT, BUT WAS REJE ITH PACKASE OR BY A ETHY PACKASE OR BY A OED THAT TELEPAK FRO CORTED.	FAR ITION, FAILURE CONFI	FAR ET-01388-38 JOURDON TUBE RESULTI
TESTAEFORT NUMBER FAILED COMPONENT WANE	RETRIETATION-A/B A-88-E4-4358-F FAR 87-15478-1 WO NO TERMINENCE BET-15478-1 WO NO TEAMBDUC SIGNAL CONDITIONER-RESISTERS B7-15478-1 WO NO TEAMBDUC SIGNAL CONDITIONER-RESISTERS B7-15478-1 WO NO TEAMBDUC SIGNAL CONDITIONER FAILED ECO SECTION STAND S	STRUMENTATION-A/B CT-89-E4-E76-P FAR 831803 FACTORY NO JAYBERRY LEMETRY SET AND TRANSOUC AMPLIFIER. CONNECTOR 87-01841-1 FAILURE MODE-OUT OF TOLERANCE. THE DIFFERENTIAL AMPLIFIER REPORTEDLY FAILED WHEN CHANNEL 12 HAD 10 TO 12-PERCENT WO SE, DIFFERENTIAL AMPLIFIER PASSED THE NOISE TEST AS A COMPONENT, BUT WAS REJECTED BECAUSE THE TELEMETRY PACKAGE NOI E WAS REDUCED TO AM ACCEPTABLE LEVEL BY REPLACING THIS UNIT, REPORTED FAILURE DAS NOT CONFIRMED. THE REPORTED FAILUR HEN THE DIFFERENTIAL AMPLIFIER WAS REPLACED. CORRECTIVE ACTION-THE FAILURE WAS NOT CONFIRMED, RECCHMENDED THAT TELEPAK FROM WHICH THIS UNIT WAS REMOVED SE EXAMS ED FOR POSSIBLE DEFECTS THAT WOULL EXPLAIN THE FRILUME REPORTED.	STRUMENTATION-A/B LV-AS-E1-4866-F FAR ESDD FACTORY YES REED AND REESE LENCTRY SET AND TRANSDUC COMMUTATOR BRUSH B FAILURE MODE-STRUCTURAL. CHANNELS 15 AND 16 HAD NO COMMUTATION. FAILURE COMPIRMED CAUSE-NOTOR OVERHEATING DUE TO EX ESSIVE BRUSH WEAR. CORRECTIVE ACTION-MONE, HEAVYHEIGHT TELEPACKS ARE BEING PHASED OUT.	LEMETRY DET AND TRANSDUC PRESSURE TRANSDUCER BY-01384-38 631808 NO
8787EH 848-848FEH	THEREWENTATION-A/B TELEMETRY BET AND TRANBOUCERS FAILURE MODE-OUT OF TOLEY GAUSED BY THE OYERHEATING CE PRODUCED AN UNBALANCED CORRECTIVE ACTION-NOME.	INSTRUMENTATION-A/B CT-89-E4-E78-P TELEMETRY SET AND TRANSDUC AMPLIFIER, CONNECTO ERS FAILURE MODE-OUT OF TOLERANCE, THE DIFFERENT ISE. DIFFERENTIAL AMPLIFIER PASSED THE NOISE BE MAS AFFARENTY CAUSED BY A DISCREPARY WIT MMEN THE DIFFERENTIAL AMPLIFIER MAS REPLACED. CORRECTIVE ACTION-THE FAILURE WAS NOT COMFIR HED FOR POSSIBLE DEFECTS THAT WOULL EXPLAIN T	INSTRUMENTATION-A/B TELENETRY SET AND TRANSDUC ERS. FAILURE MODE-STRUCTURAL. CESSIVE BRUSH WEAR.	INSTRUMENTATION-A/B LV-AS-E4-4343-F TELEMETAT SET AND TRAMSDUC PRESSURE TRANSDUCER ERS FAILURE WODE-STRUCTURAL, FAILURE WAS CAUSED HE TUSE SASE, A SOLDER JOINT AT THE WIPER END

SENERAL MANICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION STRICK-ALABORNE

	BYBIEN BUB-BYBIEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VENICLE DATE DIF	DITE DIF	PRI VENDOR NAME OTH VENDOR PART NO	٩
	CORRECTIVE ACTION-SOURDON TUBE ER SOUD PRI, B-K-DERING FLUX WAS D-PRIOR TO JUNE 1863.	CORECTIVE ACTION-SOURDON TUSE DESIGN WAS CHANGE) TO A WELDED END CONFIGURATION. EACH er sodo psi. Baldering flux was changed and bourd'en tuses leak tested with helium gas.	LLDED EMD COMFIGURATIO LEAK TESTED WITH HELI	N. EACH UM	IT MAS CTC	UNIT WAS CYCLED ROG TIMES UND THE PCREGOING WAS ACCOMPLISHE	9 9
1 = = 3	INSTRUMENTATION:A/B TELEMETRY SET AND TRANSDUC ERS	FRASC-EISI.1 : POSITION TRAMSDUCER	UTP-BUAL/PPT 69-01008-1		PACTORY V	YES SERVONIC NO 8041-0101	6270
	FAILURE MODE-OUT OF SPEC JUSTIME BCREW.	SPECIFICATION, NO SPLIT LOCK WASHER WAS BUPPLIED AND THERE WAS NO ARROW POUNTING TO THE FINE	IAB BUPPLIED AND THERE	MA & NO ARI	ION POUNTS	N6 TO THE FINE /	Q
	CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR MIL!, IMPROVE FINAL INSPECTION AT PACTORY.	PACTORY.				
222	INSTRUCENTATION-A/B TELENETRY ACT AND TRANSDUC ERS	LV-09-E4-4313-F : AMPLIFIER POTENTIONETER	FAR 87-01830-1	431144	FACTORY V	VEB BTATHAH NO CA3-12	0
	FAILURE MODE-OPEN (ELECT Pailure was comfirmed an	FAILURE MODE-OPEN (ELECT), ANDLIFIER FAILED WHEN THE KAIN-ADJUBTHENT POTENTIONETER DID NUT CHANGE THE OUTPUT LEVEL. Pailure was comfirmed and attributed to the wiper being broken in the gain-adjust potentionstey.	HABJUSTHENT POTENTIONI ROKEN IN THE GAIM-ABJ	ETER DID M	ONETET.	THE OUTPUT LEVEL	•
2	CORRECTIVE ACTION-VENDOR	OM-VENDOR HAS INITIATED CORRECTIVE ACTION TO PREVENT RECURRENCE OF THIS FAILURE MODE AT THE MANUFACT	TO PREVENT RECURRENCE	OF THIS FO	ILUME MOD	E AT THE MANUFAC	-
2 7 2	INSTRUMENTATION-A/B TELEMETRY BE! AND TRANSOUC ERB	FRANSOUC CALIBRATOR TRANSISTORS	# - # # # # # # # # # # # # # # # # # #	631127	FACTORY Y	768 80	•
1-	FAILURE MODE-OUT OF TOLCRANCE, INFLIGHT: L'MARMUR NO PULBED MERE GENERATED, FAILUR IDTICD IN THE BALANCED FLIP-FLOP CIRCUIT,	FAILURE MODE-OUT OF TOLCRANCE. IMFLIGHT CALIBRATOR FAILED WHEN ONLY FOBITIVE PULBED WERE BEING GENERATED. AFTER FUL L'AARHUF NO PULBED MERE GENERATED, FAILURE WAD CONFIRMED AMD CAUBED BY UDING TRANSISTORD OF DIFFERENT GAIN CHARACTER IDTICD IN THE BALANCED FLIP-FLOP CIRCUIT.	WIEN ONLY FOSITIVE PI	JLSES WERE INSISTORS	BEIMG GEN of Differe	ERATEO, AFTER FUL Ni baim character	
4	CORRECTIVE ACTION-RECONN	CORRECTIVE ACTION-RECOMMENDED THAT THE APPLICABLE BLUEPRINT BE ANENDED. REQUIRING TRANSISTORS OF THE SAME GAIN CHAR Cteristics of used in the Balanced Plip-Flop Circuit.	NT DE AMEMDED: REGULA	ING TRANSIL	TORB OF T	HE BANE GAIN CHI	-
							_

CONVASR LIVISION

11 1UN 1166

	### X27 ##	DIFFICULTIES REVIEK-INSTRUMENTATION STATENLAIRBORNE	TRUMENTATION SYSTEM"A	IRBORNE				
	GTBTEN BUB-BYSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE DATE DIF	417E	P. O. H.	VENDOR NAME VENDOR PART NO	
	INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC ERB	INSTRUMENTATION-A/B A-88-4888-F Telemetat set and transbuc Power Chanseover Smitch Bearing ers	FAR V=01/188=8	131187	FACTORY	# Q	YES KF4ETICS NO N-178-4	:
	FAILURE MODE-FAIL BURING LISHED GALL BEARINGS ON TH	FAILURE WODE-FAIL DURING OPERATION. UNIT WOULD HOT SMITCH FROM INTERNAL TO ENTERNAL, FAILURE COMPIRMED. CAUSE, DEMO Lighed gall bearings on the worm gear, reason for failure could not be determined.	FROM INTERNAL TO EXT COULD NOT BE DETERMAN	ERNAL, FAI CO.	PURE COMP). CAUSE, DEWO	
	CORRECTIVE ACTION-NOME, I	CORRECTIVE ACTION-WOME, INFORMATION RAR A-88-24-8183 WAS SENT TO VENDOR,	BENT TO VENDOR,					
	INSTRUMENTATION-A/B TELEMETRY AET AND TRANSOUC ERS	PET-TP-E-0364-1A PREDSURE TRANSDUCER	UTP-PET 87-01843-9	931120	FACTORY	2 2	BOURNS 42011-0-150-75	***************************************
	FAILURE MODE-CUT OF SPECIFIE DIAMETER OF THE MACHINED E DETERMINED TO SE IN ERROR.	FAILURE MODE-CUT OF SPECIFICATION. DURING EXAMINATION OF THE PRODUCT, UNIT WAS MOT TO ENGINEERING DRAWING DUE TO TH : Diameter of the machined end being measured as 0.830 inches when print callout was 1.082 inches. Vendor Drawing wa : Determined to be in Error.	FHE PRODUCT: UNIT WAS HES WHEN PRINT CALLOU	MOT TO EN	GINEERING R INCHES.	VER	LING DUE TO TH	
	CORRECTIVE ACTION-6D/C IN	CORRECTIVE ACTION-6D/C INSTITUTED CORRECTION OF THE VENDOR DRAWING.	t DRAWING.					
	INSTRUMENTATION-A/B FELEWETRY SET AND TRANSDUC ERS.	8LV-98-24-4288-F Amplificm, wiring	7AR 59-03180-8	631183	FACTORY	7E.8 1	MAYBERRY 124-18	800 S S S S S
	FAILURE MODE-OPENIELECT). ECEPTACLE, PIM 2.	FAILURE MODE-OPENIELECT). SECTION A HAD MO OUTPUT. PAILURE COMFIRMED. PAILURE MAS EUE TO AM OPEM WIRE AT INTERNAL R CEPTACLE, PIM 2.	COMFIRMED. FAILURE	4A8 CUE TO	AN OPEN	3	AT ENTERNAL R	- AUF
	CORRECTIVE ACTION-ALL PER	PERSONNEL ASSOCIATED WITH THE AMPLIFIER CONSTRUCTION WERE CAUTIONED TO USE GREATER CARE, THE FILLED WITH FOAM TO ADD SUPPORT TO RECEPTACLE LEADS.	TER CONSTRUCTION MERI	CAUTIONE	a to use	- E	IER CARE, THE	
•	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	LV-89-24-4300-F Amplifier-cavetal rectifier	FAT	431169	FACTORY	4 C M		:
	FAILURE MODE-SHORT (ELECT). RESISTOR RIS AND TERMINAL &	FAILURE MODE-SHORT (ELECT), UNIT OUTPUT COULD NOT BE ADJUSTED BELOW 3.8 VDC. FAILURE COMFIRMED. CAUSE-SHORT BETWEEN Resistor Ris and Terninal & OF TRANSFORMER T-1.	ITED BELON 8.8 VDC. F.	HEURE COM	FIRMED. C	AUBC.	SHORT BETWEEN	
8	CORRECTIVE ACTION-ALL PERSONNEL REASE THE BUBLITY OF THEIR WORK,	IOM-ALL PERSONNEL ASSOCIATED WITH COMSTRUCTION OF THIS UNIT WERE INFORMED OF FAILURE AND URSED TO INC	ON OF THIS UNIT WERE	INFORMED	OF FAILUR	. .	UREED TO INC	

GENERAL DYNAMICS CONVAIR DIVISION

THE PARTY OF THE P

11 10% 1866

torning Brench

	DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE	MENTATION STREET	I RB OR NE			
AVATEN AUB-ATATEN	TESTARFORT NUMBER FAILLS COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	7 D T T T T T T T T T T T T T T T T T T	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAT LET AND TRANSBUC ERS	CT-88-24-280-C BUSCARRER OSCILLATOR MODULE ABBY- 27-D1383-11	FAR 87-01333-11	116D FACTORY 031129	1	YES BENDIN	# • • • • • • • • • • • • • • • • • • •
FAILURE MODE-OPEN LLECTRI TIME FOR ELECTRICAL TEST C -1 PIN 13, FUNCTIONAL TEST OMA, CENTAUR RELIABILITY, E COMPLETED.	FAILURE MODE-OPEN LLECTRICAL. THIS SUSCARRIER CSCILLATOR MODULE ARENGELY REPORTEDLY FAILED DURING MANUFACTURING TES TIME OF STREET PLUG 1-5 FIME, AND PLUG 1-5 FIME AND PLUG 1-7 FINE OF STREET OF STREET PLUG 1-8 FIME AND PLUG 1-8 FIME AND	ULE ABEMBLY REPORTS AM ELECTRICAL OFF THE AMALYBIS WAS COTIVE RESUIRED CAM	FEOLY FAILED D IN BETHEEN PLU ANCELED DUE 7:	M1MC M	NUFACTURING TES M 4, AND FLUG J CTIVE FROM J.B.	
CORRECTIVE ACTION-NOME.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-99-24-4354-F Amplifier	FAR 87-12571-013	SSIESS FACTORY	2 2 2	,	***************************************
FAILURE MODE-OUT OF SPECIFIC MNELS WERE OUT OF SPECIFIC SULTIME FROM ADJUSTMENT WI	OF SPECIFICATION, TELEMETRY CANIBIER FAILED DURING REWORK MEN THE FREBUENCY DEVIATIONS ON ALL CHA Specification Linits. Failure was compished and attributed to a low gain of the video amplifier re Ithent with Facult test enuiphent at etr.	DURING RCMORK WHEN	A LOW GAIN OF	DEVLA.	TONS ON ALL CHA	
CORRECTIVE ACTION-RECOMMENDED NES TEST EQUIPMENT CALIBRATION	-RECOMMENDED TEST LABORATORY AT ETR NOT OPEN TEL'HETRY CAMISTERS FOR ADJUSTNEMT. OR AS AN ALTERNAT Calibration and validation regulirhents be increased from every 180 da's to every 90 days.	H TEL HETRY CAMISTS INCREASED FROM EVI	RE FOR ADJUST	ENT. OF	O DAYS.	
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMSDUC ERB	FR-66C-EDSS.S FRAMSDUC PRESSURE TRAMSDUCER	UTP-PAT 60-01003 R9	631125 FACTORY	2 2 2	800RNS 8007371708	***************************************
FAILURE MODE-OUT OF TOLER	of Tolerance. On the post visration proof cycle the firor (s.e.) percent) has sreater than allomasl	TOLE THE CROR (S.)	" PERCENT) WA	• GREATI	R THAN ALLOWABL	
CORRECTIVE ACTION-MOME, 19 -25-53) CHAHGING THE ALLOW	CORRECTIVE ACTION-WOME. THIS MAS NOT A PAILURE, REVISION S TO SPEC. CONTROL DRAWING HAD PREVIOUSLY BEEN RELEASED 19 25-83) Chamging the allowable static error sand to plus or minus 1.8 percent.	TO BPEC. COMTROL DEL MINUS 1.8 PERCENT.	WING HAD PREV	OUBLY	EEM MELEABED 19	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	LV-69-24-4397 F WAMBOUC IN-FLIGHT CALIBRATOR/TRANSIBTOR	FAR 87-11616-683	EIGO FACTORY	MY YES.		

GENERAL DYNANICA

	DITTICULTIES ANTIENTALMENTATATION STRESSEMENT	UNENTATION STREET	HBORNE			
evaren aun-evaren	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUMBER	VEHICLE B	SITE PRI TIME DIF OTH	VENDOR MANE VENDOR PART NO	
CORRECTIVE ACTION-REPLA	ON-REPLACED BURETA TYPE TRANSISTORS WITH TYPE BUSRSA.	F BNSRBA.				*****
INSTRUMENTATION-A/B LV-AS-E4-4258F TELEMETRY SET AND TRANSDUC CALIBRATOR/TRANSISTOR ERS	LV-AB-E4-4258F JC CALIBRATOR/TRANSISTOR	FAR 7-18888-9	B16D FACTORY 6311E8	044 YES		*******
FAILURE WOOG-OUT OF TOLERANCE. CHANMEL LURE COMFIRMED, CAUSE INSUFFICIENT SAIN	IT OF TOLERANCE. CHANNEL S INFLIGHT CALISRATOR WAS REPORTED TO MAVE A SPLIT IN THE 100 PCT PULSE. FAI Cause insufficient sain of translator 44 (2N327A).	R MAS REPORTED TO H SETA).	IVE A BPLIT II	TK£ 100	PCT PULSE. FAE	
CORRECTIVE ACTION-ENTER	CORRECTIVE ACTION-ENJESA TRANSISTORS WERE MADE REPLACEMENTS FOR THE EN137A TYPE VIA ECN AS TO BJP ET-12222. TYPE 2M Essa have a current gaim of 18 as compared to 8, for the enesta Type.	FOR THE EMESTA TTP: STA TYPE.	E VIA ECH AB	0 8/7 27-	SEZZE. TYPE 2M	
INSTRUMENTATION-A/B FAR-SLY-89-E4-4293 TELEMETRY SET AND TRANSDUC POSITION TRANSDUCER ERS	FAR-BLV-89-E4-4893 JC POSITION TRANSDUCER	FAR 69-01005-1	845 FACTORY 631122	ONY YES	BERVONIC 5401-0103	• * 0 • • •
FAILURE MODE-STRUCTURAL FAILURE RESULTED FROM B MALL TO PROVIDE DECURE C	RUCTURAL. TWO TRANSDUCERS FAILED WHEN THE CLAMPING SCREWS BROKE WHILE MAKING TRANSDUCCR ADJUSTHENTS. ID FROM BENDING AND FATIGUE OF THE SCREWS BECAUSE THE KHURLED SHAFT OF THE COUPLING ADAPTER WAS TOO: DECURE CLAMPING.	AMPING BERKE AUSE THE RHURLED SH	WHILE MARING NFT OF THE CO.	TRAMSDUCE PLIME ADA	MAKING TRAMBDUCER ADJUSTMENTS. THE COUPLING ABAPTER WAS TOO S	
CORRECTIVE ACTION-THE S 47 PLUS 0.004, MINUS 0.0 CACESSES WAS 188UCD TO C	CORRECTIVE ACTION-THE SHAFT DIAMETER OH THE 89-11514 COUPLING ADAPTER CHANGED FROM B.187 PLUS OR MIMUS B.015 TO 0.5 87 PLUS B.004, MINUS B.002 INCH DIAMETER, A-S ADAPTER WAS CREATED WITH THE NEW TOLERANCE TO REPLACE THE -T ADAPTER. Clizzels was issued to check all -t part. If oversize, remork to -D. If undersize, scrap the part.	NG AUAPTER CHANGED I EATED WITH THE NEW K TO -g. IF UNDERSI	HAMEED FROM B.18T PLUS OR I HE NEW TOLERANCE TO REPLACI UMDLRB1ZE, SCRAP THE PART.	IS OR HIM. EPLACE TH	S G.DIS TO G.S. E -7 ADAPTER.	
INSTRUMENTATION-A/S TELEMETRY SET AND TRANSDU ERS	# LV-AB-24-4848-P FRANSDUC RECTIFIER	FAR 27-11623-3	E16D FACTORY	NO VED		•
*	FAILURE MODE-OUT OF TOLERANCE, OUTFUT OF CRYSTAL RECTIFIER WAS REFORTED OUT OF TOLERANCE, FAILURE COMFIRMED, CAUSE- Ectifier was apparently set up without sufficient warm up on change in component values.	MAS REPORTED OUT OF R CHANGE IN COMPONE	TOLERANCE. FA	TURE CO	FIRMED, CAUSE-	•
CORRECTIVE ACTION-RESIS CHANGES NO DRIFT PROBLE	OM-RESISTORS USED IN THIS UMIT WERE DISCONTINUED FROM USE BECAUSE THEY WERE SEMBLTIVE TO TEMPERATURE. T problems were apparent in units utilizing the New Resistors.	NUED FROM USE BECAU! THE NEW RESISTORS.	IE THEY WERE I	EHBLTIVE	TO TEMPERATURE	
INSTRUMENTATION-A/S FELEMETRY BET AND TRANSDU- ERS	B LV-88-R4-4838-F TRANSDUC OSCILLATOR	FAR 7-01488-827	SHIRE FACTORY		VES BENDIX NO 1050708-13-K	

FAILURE MODE-FAIL DURING OPERATION, SUBCARRIER OSCILLATOR FAILED WHEN THE PRESURNCY CHANNED ED TO 3D CPS. FAILURE W

PAGE 0241

SENERAL . JAMICS CONVAIR DIVISION

15 JUN 1966

		DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME	JMENTATION SYSTEM'AL	RBORNE			ż	
	STSTEN SUB-STETEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE Date DIF	BITE TIME DIF	# 0 # 2	VENDOR NAME VENDOR FART NO	
	AS CONFIRMED AND ATTRIBUTE	ATTRIBUTED TO THE CHANGING CHARACTERISTICS OF THE V-1 MODULATOR VACUUM TUBE.	OF THE V-1 MOBULATOR	NACUUM 1	7 8 E.			•
	CORRECTIVE ACTION-MOME. 4 ELEPAK MMEREIN THIS OSCILL	ION-WOME, BINCE THE BENDIK ROUND FELEMETRY CAMIBTER IB BEING REPLACED MITH A MEW LIGHTMEIGHT BENDIK This Oscillator is no longer used.	HOTER IS BEING REFL	ACED WITH	7 300 4	# 1 m	THENDIK T	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	LV-AB-24-4862-F TLM CAMESTER	FAR 87-51841-888	2160 631188	FACTORY	2 2	BENDIX RT-11841-033	***
	FAILURE MODE-FAIL DURING	FAILURE MODE-FAIL DURING OPERATION, CHANNEL 18 MAS REPORTED OUT OF TOLERANCE, LOW BY 140CP8.	OUT OF TOLERANCE, L	O4 BY 140				
	CORRECTIVE ACTION-NOME, F	FAILURE NOT CONFIRMED.						
	INSTRUMENTATION—A/B TELEMETRY BET AND TRANSOUC ERS	SCHHUTATOR	FAR 87-01686-8	831128	FACTORY	, Q	FIFTH DEMENSION WARNO-483	25.01
	FAILURE MODE-OPEN (ELECT). EXCESSIVE SPIKING FIER INPUT BEING OPEN CIRCUITED MITH MEGATIVE	IN TELECT). EXCESSIVE SPIRIMG ON LEADING EDGE OF SEGMENT OPEN CIRCUITED HITH MEGATIVE VOLTAGE APPLIED TO QUIPUT.	OF BEGNENT 27 CHANNEL 11. FAILURE CAUSED BY DIFF ANNL! TO OUTPUT.	WEL 11. F	AILUME CA	9	BY DIFF AWELE	
	CORRECTIVE ACTION-DESIGN R DIFF AMPLIFIER INPUT.	ON-DESIGN CHANGE CALLING OUT A JUNPER BETWEEN MEGATIVE PEDESTAL BEGNENTS OF COMMUTATOR RINGS USED FO	MEGATIVE PEDEBTAL	BECHENTS	оғ соннит	1A TOR	RINGS USED FO	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	LV-80-24-4411-F BUBCARRIER GEGILLATOR-POTENTIOMETE RY-01352-137 R		631121	FACTORY	***	BEND1X 1045093-A-6/TO E300	
	FAILURE MODE-OPEN (ELECT)	(ELECT). UNSTABLE OUTPUT FRESUENCY. PAILURE CAUSED BY BREAKS 3N MINDING OF R16 POTENTIONETER.	E CAUSED SY BREAKS	HI CHIN HS	8	POTEN	73 OME TER.	,
ı	CORRECTIVE ACTION-VENDOR	OM-VENDOR HAS IMPROVED BUALITY CONTROL TECHNIBUES.	eues.					
	INSTRUMENTATION-A/B FELEMETRY BET AND TRANSDUC ERS	CT-98-E4-3005-C Transducer	7-01688-8	1260	g T R	1 0 M	10034B	•
1	FAILURE MODE-MONE, THE ELL 8 CANCELED.	FAILURE MOSE-MOME. THE ELECTRICAL COMMECTOR BROWE FROM THE TRAMSDUCER CASE AT THE SOLDER JOINT. FAILURE AMALYSIS WA 5 canceled.	RAMBDUCER CASE AT TO	HE BOLDER	JOINT. P	ATLUR	E AMALTHE WA	

SENERAL DYNAMICS CONVAIR DIVISION

1001 101 11

DIFFICULTIES REVIEW-INSTRUMENTATION STRIKE AIRBOANE

STSTEM SUG-STEM	TESTARFORT NUMBER FAILED CONFONENT NAME	DIF DATA SOURCE PIRT NUMBER	VEHICLE BITE PRI	PRI VENDOR NAME OTH VENDOR PART NO	
CORRECTIVE ACTION-MONE.					***************************************
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	CT-88-24-3008-C TENFERATURE TRANSOUCER	FAR 7-01888-8	1260 ETA 601116	TES LEVIS ENG.	*00500
FAILUME MODE-BTRUCTURAL.	FAILUME MODE-BTRUCTUMAL, COMMECTOM CAME LOOSE FROM THE TRANSDUCER CASE AT THE SOLDER JOINT. Corrective action-mome, and from centaur reliberlity dayed assest cameries Failure and case.	DUCER CASE AT THE	OLDER JOINT.	: :	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	BLV-98-24-4308-F RANSOUC AMPLIFIER	FAR 58-01180-8	ebilise BAN DIEG	SAN DIEG YES MAYBERRY O MO 128-1A	***
FAILURE MODE-ERRATIC OFER FAILURE WAS COMFIRMED AND DITION (BEYOND ITS MAKINUM	FAILURE MODE-ERRATIC OPERATION, DIFFERENTIAL AMPLIFIER PAILED MMILE INSTALLED IN A TELEPAK, OUTPUT MAS MON-LINEAR. Failure was compirmed and attributed to the differential amplifier being adjusted to 5 volts de in the saturated con Dition (beyond its maximum voltage bair capability).	D WHILE INSTALLED I IFIER BEIMG ADJUSTE	N A TELEPAK. OUTPI D TO S VOLTS DE ES	T MAB MON-LIMEAR. THE BATURATED CON	
CORRECTIVE ACTION-CAUTION 6AIN ADJUSTNENT PROCEDURES.	-CAUTION MOTES WERE ADDED TO PROCEDURE RT-28338 REV. E. SPECIFYING PRECISE DIFFERENTIAL ANFLIFIER Ocedures.	stat MEV. K. SPECIT	VING PRECIDE DIFFE	AEMTIAL AMPLIFIER	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC (A-89-24-4295-F OFCILLATOR	FAR 87-18571-013	SE FACTORY 631119	VES BENDIK MO 1036900-801	*8070*
FAILURE MODE-OUT OF TOLER. DAE PLUS OR MINUS 18 PERCE	OF TOLERANCE. CHANNEL GOSCILLATOR WAS REPORTED OPERATING ED PERCENT FBW FROM THE BAND EDGE. BAND ES PERCENT FBM IS EXPECTED. FAILUNE CONFIRMED BUT CAUSE OF FAILUNE NOT DETERMINED.	TED OPERATING ED PE ED BUT CAUSE OF FAI	NCENT FBW FROM THE LURE NOT DETERMINE	BAND CDGE. BAND E	
COMMECTIVE ACTION-NOME,					
INSTRUMENTATION—A/B AAAB—DOSO/PS TELENETRY SET AND TRANSOUC TEM CANISTER ERS	AAAB-DOSO/F6-MO-OS-OACE TLM CANISTER	COMPOSE TE-FRO/OPL	1260 KTR-58A 631114	7£8 NO	

FAILURE MODE-FAIL DURING OPERATION. NO COMMUTATION ON RF 1.CHANNEL 18.

SYSTEM EFFECT-INPROPER ANALOG SIGNALS.

GENERAL MANICE

**** NOT 11

				-	Statement of the last of the l	Annual Property lies and district		1
	BYBTEN PUB-BYBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIKE DIF	# 5 # 2 # 2	BITE PRI VENDOR NAME.	
	VEHICLE EFFECT-WONE.							•
	CORRECTIVE ACYTON-CANIBLE	ON-CANISTER WAS REPLACED. INSUFFICIENT INFORMATION TO DETERMINE EXACT MATURE OF FAILUME.	FORMATION TO DETERNING	EXACT NAT	URE OF F	ABLURI		
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	BLV-88-E4-4334-F ELECTRICAL FILTER, INDUCTOR	FAR 87-01895-1	431114	FACTORY	42.0	APPLIED COMPON ENT ACISOSO-1	****
	FAILUME MODE-OUT OF SPECT FAILUME VAS CONFIRMED AND ME RESOMANT FREGUENCY, NA	FAILURE MODE-OUT OF SPECIFICATION, BANDPASS FILTER FAILED WHILE INSTALLED IM A LIMITER FILTER WHEN OUTPUT MAS LOM- Failure has confirmed and was apparently caused by Relaxation of Theimductor Lanimatioms, resultime im a change in He resonant fresulmct. N/A 27-12287-3 Limiter Filter.		LIMITER P	ILTER WH	8 2	INSTALLED IN A LIMITER FILTER WHEN OUTPUT WAS LOM. THEIMDUCTOR LAMINATIONS, RESULTING IN A CHANGE IN T	
	CORRECTIVE ACTION-VENDOR NERS. THIS METHOD WILL PRE	CORRECTIVE ACTION-VENDOR INDICATED ALL FUTURE BANDPASS FILTERS OF THIS PART NUMBER WILL BE INCLOSED IN METAL CONTAI Mers. This method will prevent changes in internal potti. , pressures due to arlaxation of the case.	ILTERS OF THIS PART HI. PRESSURES DUE TO REI	MBER WILL AXATION OF	BE INCLO	8E0 11	HETAL CONTAI	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	LV-99-24-4303-C Electrical filter	FAR 87-61895-1	******	SAN DIES. YES		HERMETIC 854-8145-400	***************************************
	FAILURE MODE-OUT OF SPECE SPONSE, SPECIFICATIONS RES	FAILURE MODE-OUT OF SPECIFICATION. BANDPASS FILTER FAILED WHEN THE OUTPUT WAS FOUND TO BE 11 DECIBELS BELOM PEAK RE. Fromse, epecifications remuire a minimum of 15 decibels belom peak. Pailure analysis was maived per TMX 63-61-006.	COMPEAK. FAILURE AND	FOUND TO B	MAIVED P	18EL\$	BELOW PEAK RE 43-61-006.	
	CONRECTIVE ACTION-HOME.							
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	LV-89-24-4314 Transmittr	FAR 87-01878-18		FACTORY	¥ 0	VES BENDIN NO 1052080-12-2-A	****
	FAILURE MODE-OUT OF TOLERANCE. UEMCY AMPLIFIER WAS FOUND TO BE	FAILURE MODE-OUT OF TOLERANCE. TRANSMITTER, WHILE INSTALLED IN A TELEPAKIFAILED WHEN THE OUTPUT FROM THE RADIO FREG Ency amplifier was found to be only 3.28 matts instead of the regulato minimumof 4.8 watte. Failure was not confirm .D.	LED IN A TELEPAK, FAILE F THE REGULACO MINIMUM	O WHEN THE	TE. FALL	10 E	THE RADIO FREE	
1	CORRECTIVE ACTION-NOME. F	CORRECTIVE ACTION-NOWE. FAILURE WAS NOT CONFIRMED.	•					
=	INSTRUMENTATION—A/B TC-LEMETAY BET AND TRANSDUC ERB	LV-88-24-4888-F Amplifier	FAR	#140 #1113	FACTORY	20	YES BEWOLK Yes 1051269	

FAILURE MODE-OUT OF TOLERANCE, CHANNEL ECOULD NOT BE BROUGHT INTO TOLERANCE, WHEN INSTALLED IN TELPAR 27-11341-833

SENERAL DYNAMICS CONVAIR DIVISION

DITFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORMS

	* * * * * * * * * * * * * * * * * * *	# 00 m	5 8 8 8		
VEHICLE BITE PRI VENDOR NAME DATE DIP TIME DIF OTH VENDOR PART NO		YES BENDIK NO 1096170 UME COMFIRMED. CAU	HANNEL E CIRCU BOURNS EDDTSTATOS	PERCENT.	THEEN A AND C. THE FAILURE MINED. THERE A IE INSTALLATION
TIME DIF OTH		FACTORY VES NO.	60/C NO	ENT NOT 1.000 FACTORY YES	6-COUPLING BE A088-COUPLING WAS NOT DETER TESTED BEFOR
		AV E160 831113 FXCE861VE NG	HIGH BAND PAS B31113 CYCLE B AT 14	26 16 1.0 PERC 35 631111	IEL A HAD CROS E INDICATED C H DEVIATIONS IE PACKAGE WAS KASE TEST.
DIF DATA SOURCE PART NUMBER		COMPOSITE-FACTORY 87-11941-635 LEMETER DISPLAYED E.	UTP-FRT 48-01003-81	THE SPECIFICATION FARE BP-18050-1	JECTED WHEN CHANN CAUSE FOR THE HIG NG BET UP WHEN THE THE TIME OF PACE
TEST/REFORT NUMBER FAILED COMPONENT NAME	CORRECTIVE ACTION-FAILURE NOT CONFIRMED AT ANPLIFIER LEVEL:	HATRUMENTATION-A/9 LV-89-E4-43E1-F COMPOSITE-FACTORY 210D FACTORY VES BENDIX ELEMETRY SET AND TRANSDUC TLM CAMISTER-AMPLIFIER 87-11541-635 87-11545-635 FAILURE MODE-OUT OF TOLERANCE, CHANNEL 11 OF ASSOCIATED TELEMETER DISPLAYED EXCESSIVE NOISE, FAILURE COMFIRMED, CAUSE- MARMONIC PICRUM-PRON THE CHANNEL E NULTIVIBRATOR.	CORRECTIVE ACTION-EWINGERING IS INVESTIGATING THE POSSIBILITY OF ADDING A HIGH BAND PASS FILTER TO CHANNEL E CIRCU- ISTRUMENTATION-A/S 69-2040.1 LEMETRY BET AND TRANSDUC PRESSURE TRANSDUCER 48-01003-31 SA-01005-31 SA-01005-04T 631113 60/C NO BOURNS SA-01005-31 SA-01005-04T 631113 60/C NO BOURNS SA-01005-31 SALURE MODE-O4T OF LECIFICATION. DURING THE CALISRATION PORTION OF PROOF CYCLE 3 AT 18 PSIA; THE MAXIMUM EAROR WA	1.DMY PERCENT. SPECIFICATION 18 1.0 PERCENT. CORRECTIVE ACTION-MOME, THIS UNIT 18 NOT GOLT OF TOLERANCE, THE SPECIFICATION 18 1.0 PERCENT NOT 1.000 PERCENT. STRUMENTATION-A/B A-AB-E4-4224-F FAR SE FACTORY YES LEMETRY SET AND TRANSDUC TRANSHITTER 87-12059-1 831111 NO	FAILUME WODE-OUT OF TOLERANCE, THE TRANGHITTING BET WAS REJECTED WHEN CHANNEL A HAD CROSS-COUPLING BETWEEN A AND C WAS AT S VOLTS DC AND WEN E WAS AT ZERO VOLTS, ALSO, CHANNELS A AND E INDICATED CAOSS-COUPLINS, THE FAILURE WAS DUE TO THE HIGH RC DEVIATIONS OF CHANNELS C AND E. THE CAUSE FOR THE HIGH DEVIATIONS WAS NOT DETERMINED. THERE ARE TWO POSSIBLE CAUSES, 1, THE DEVIATIONS SHIFTED AFTER SEING SET UP WHEN THE PACKAGE WAS TESTED BEFORE INSTALLATION ON THE MISSILE OR S, THE TEST SET WAS NOT IN CALISRATION AT THE TIME OF PACKAGE WAS TESTED BEFORE INSTALLATION
BUB-BYETER	CORRECTIVE ACTION-FAILUR	INDIMINATATION-A/9 ILV-89-E4-43E1-F IELEMETRY SET AND TRANSDUC TLN CANISTER-ANFLIFIER ENS FAILURE MODE-OUT OF TOLERANCE, CHANNEL 13 OF AS 8E- MARMONIC PICKUP PROM THE CHANNEL E NULTIVIER	CORRECTIVE ACTION-EMBINEERING IS INVESTIGATIS ITRY TO CORRECT THIS PROBLEM. INSTRUMENTATION-A/B 69-2040.3 TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS FAILURE HODE-OUT OF LPECIFICATION. DURING THE	6 1.D87 PERCENT. SPECIFICATION 18 1.0 PERCENT. CORRECTIVE ACTION-NOME, THIS UNIT 18 NOT OUT . INSTRUMENTATION-A/B A-48-24-4224-F TELENETAT SET AND TRANSDUC TRANSMITTER ERS	FAILURE MODE-OUT OF TOLE MHEN C MAS AT 8 VOLTS DC UAS DUE TO THE HIGH KC DE RE TWO POSSIBLE CAUSES, 1 ON THE MISSILE OR 8, THE

PAGE 0944

CORRECTIVE ACTION-NOME.

CONVAIR DIVISION

18 JUN 1968

CONVAIR DIVISION

### 277 mm	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'A!	REGRING			
87 87EH 8UB-8787EH	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	E PRI	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC P	LV-88-24-4318-F POMER BUPPLY	FAR 89-13840-8	SELLEL FACTORY	AT YES		:
FAILURE MODE-OFEN (ELECT). LURE MAS CONFIRMED AND ATTR	FAILURE MODE-OPEN IELECT). TRANSDUCER POWER SUPPLY FAILED DURING VIBRATION LURE MAS CONTIRMED AND ATTRIBUTED TO A BROKEN LEAD TO THE L-1 INPUT FILTER.	MING VIBRATION TEST I INPUT FILTER. THE	TING WHEN THE OBSCOREN LEAD MA	MITTEL TO	TESTING WHEN THE CUTPUT WAS ERRATIC. FAI THE BROKEN LEAD WAS CAUSED BY VIBRATION.	
CORRECTIVE ACTION-REGUESTE B TO ASSURE THAT PRINTS AND VIBRATORY STRESSES.	ON-REQUESTED DESIGN AND ABBENBLY PERBONNEL TO INVESTIGATE THE DESIGN AND ASSEMBLY OF THESE PRINTS AND PROCEDUMES ARE ADERDATE TO PREVENT UNSUPFONTED COMPONENTS FROM BEING SUBJECTED ES.	JINVESTIGATE THE DI 47 UMBURFORTED COMP	IBIGN AND ABBEI MENTS FROM BE	rene su	THESE COMPONENT ICTED TO UNDUE	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC CRS	A-A9-E4-4EGO Commutator Brusher	FAR 27-12308-3	3E FACTORY 631106		YES BENDIK No 1084483	***
FAILURE MORE-CONTANIMATION RMED. C GAG-EXCESSIVE MOTOR	I LEADING TO ERRATIC OPERATION. UNIT WAS REPORTED TO OPERATE INTERNITTENTLY. FAILURE CONFI: BRUSH CARBON CONTAMINATING THE GOVENOR CONTACTS OF THE GEAR TRAIN.	IT WAS REPORTED TO .	OPERATE INTERMÎ THE GEAR TRAÎM:	ITTEMULT	FALLURE CONF.	
CORRECTIVE ACTION-A RECOM	OM-A RECOMMENDATION MAS BENT TO VENDOR TO USE A MORE RELIABLE MOTOR. VENDOR REPLY NOT AVAILABLE.	E A HORE RELIABLE IN	DTOR. VINDOR R	TOM YAS	AVAILABLE.	+
IMSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC P ERS	49-EG4G.1 PRESSURE TRAMSDUCER	UTP-PNT 69-01003-N	\$3110\$ \$D/C	₹ ₹	BOURNS	
FAILURE MODE-OUT OF SPECIF S PERCENT.	IT OF SPECIFICATION, ONE PRESSURE STEP BETWEEN 41 AND 45 PBIA EXCEEDED THE RESOLUTION TOLERANCE OF	N 41 AND 45 PBIA EX	CEEDED THE RES	A.UT 10N	TOLERANCE OF D.	
CORRECTIVE ACTION-MONE, AP	AFTER CONDIDERING THE EQUIPMENT GRACE, THE STEP WAS NOT CONSIDERED OUT OF TOLERANCE.	OR. THE STEP WAS NO	T CONSIDERED O	54 PG TG	LERANCE.	
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC 1 ERS	A-99-24-4259-F Transducer, Installation Electromi 7-51751-9 C Tube	FAR 7-01781-9	631108 BAN	SAN DIEG YES BOURNS O NO 71784-	BOURNS 71784-0-45-758	
FAILURE MODE-OUT OF SPECIF	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE. TWO TRANSDUCERS FOR MEASUREMENT MILOF WERE OUT OF CALIBRATION. THE TELLURE OF OUR TRANSDUCER DIR MYT CAMETERED, BOTH PAILURES OCCURRED SECAUSE THE PARTS HAD BEEN IN STORAGE MITHOUT AN	CERS FOR MEASUREMEN COURSED RECAUSE THE	T HIAOF WERE OF	UT OF CA	LIBRATION. THE RASE WITHOUT AN	

FAILURE OF OME TRANSDUCER MAS NOT CONFIGNED. BOTH FAILURES OCCURRED BECAUSE THE PARTS HAD BEEN IN STORAGE MITHOUT AN V exercising of their boundom tubes in the veras. From the analysis test results the seneral trend of the percentage eagen kept droffing as the transducers mere exercised. Boundom tubes characteristically are rhown for their hystere sis and the fact they tend to take a set if they are domant. A Boundom tube that has been in Storage for the verbs should be exercised approximately ten times before using or calibration testing.

GENERAL ... AAMICS CONVAIR DIVISION

11 J.M. 1986

	-		***		***************************************		1025	
	VEHICLE SITE PRI VENDOR MAME DATE DIF THE OTH VENDOR PART NO	EVEN AFTER LO HESE PARTICULAR THIS FAILURE N	BOURNS 73511-0-10-752	THE MANGREL W	VES BENDIX-PACIFIC 001018 NO 5047387	BIED TO MITHIN THE MIPCR ARM ACTION.	YES AC ELECTRONICS	ME MAL BUK TO
	O TH	TIONS OF TH	2 2	T WAS	2 2	ADJU TER.	1 2	FAILU
	#11 014 TIME 014	SPECIFICA UFACTURE TO ELIM	FACTORY	R ARN. CA	FACTORY	LD NOT BE OTENTIONE OTENTIONE	FACTORY	#60. T#
IRBORNE	VEHICLE DATE DIF	E MITHIN E THE MAN ROVEMENTS	36 631107	AND MIPE AND MIPE ACTION BE	631107	LTASE COUTHE R-7 P	93110	RE COMFIR
MENTATION SYSTEM'A	DIF DATA SOURCE PART NUMBER	REBUIRED TO OPERATI ENT ANALYBIB. BINCI MANUFACTURING INF	FAN 7-01720-8	THE FAILURE AND THE MANDREL THE MANDREL THE MANDREL THE FAILURE AND	MAR Wallussives	SATIVE PEDEBTAL VO FECTIVE DEBIEN OF "	FAR 87-01884-1	AB LOW SAIM. FAILU 2. ULD NOT BE BETERHII
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	TEST/REPORT HUMBER FAILED COMPONENT NAME	CORRECTI & ACTIOM-WOME, TRANSDUCERS OF THIS PART NUMBER ARE REQUIRED TO OPERATE WITHIN SPECIFICATIONS EVEN AFTER LO Me imacti lity, imdicatime deficient bourdom tubes in the present amalysis, since the manufacture of these particular Units, wymever, the vendor has initiated quality control, and manufacturing improvements to eliminate this failure m Ode.	FAR-A-AS-E4-4876 PRESSURE TRANSDUCER	FAILURE MODE-ELECTRICAL OPEN, THE YRANSDUCER (MEASUREMENT PETP) FAILED WHEN THE MIPER ARM ELEMENT WAS FOUND OPEN UNDER AMBIENT TEMPERATURE, FAILURE MAS CAUSED BY EXCESSIVE CURRENT TO THE MANDREL AND MIPER ARM, CAUSING THE MANDREL WINDING TO WELT. CORRECTIVE ACTION-RECOMMENDED FACTORY PERSONNEL BE ADVISED OF THE FAILURE AND ACTION BE TAKEN TO ASSUME EXCESSIVE C	WATER IS NOT AFFLIED TO THE TRANSDUCER DURING TESTING FROCEDURES. NATRUMENTATION-A/B LV-99-F4-4307-F FAR ELEMETRY BET AND TRANSDUC CALLERATOR SS-53	FAILURE MODE-CUT OF TOLERANCE, CALIBRATOR FAILED MHEN THE NEGATIVE PEDEBTAL VOLTAGE COULD NOT BE ADJUSTED TO MITHIN SPECIFICATIONS. FAILURE WAS COMPINED AND ATTRIBUTED TO A DEFECTIVE DESIGN OF THE R-7 POTENTIONETER. THE MIPER ARM S COMING IN CONTACT WITH THE SOLDER PAD. CORRECTIVE ACTION-REQUESTED BENDIX-PACIFIC NOTIFY THE POTENTIONETER NAMERACTURER TO OBTAIN CORRECTIVE ACTION.	LV-89-24-4287-F Demodulator-transformer	FAILURE MODE-SHORTIGLECT), THE CHANNEL UTILIZING THIS PART HAD LOM GAIM, FAILURE CONTINUED. THE FAILURE HAL BUE TO A SHORTED INTERHINDING OF THE FRIMARY BETWEEN TERMINALS 1 AND 2. CORRECTIVE ACTION-MOME, REASON FOR THE INTERHINDING SHORT COULD NOT BE DETERMINED.
****	GVBTEK BUSI-BYBTEK	CORRECT! (E ACTION-NOME, TRAI NG IMACT! (ITV, IMDICATING DEI UNITS: MANEYER! THE VENDOR !	INSTRUMENT ITION-A/B FAR-A-AS-E4-4276 TELEMETRY NET AND TRANSDUC PRESSURE TRANSDUCER ERS	FAILURE MODE-ELECTRICAL OPEN DER AMBIENT TEMPERATURE, FAIL INDING TO MELT. CORRECTIVE ACTION-RECOMMENDI	UMPERS 18 MOS APPLAND TO THE STANDOU INSTRUMENTATION-A/B LV-99-24-4 TELEMETRY SET AND TRANSDUC CALIBRATOR ERS	FAILURE MODE-OUT OF TOLERANCE, CALIBRATOS SPECIFICATIONS, FAILURE MAS COMFIRMED AN 18 COMING IM COMTACT MITH THE BOLDER PAD. CORRECTIVE ACTIOM-REGUESTED SENDIX-PACIF	INSTRUMENTATION-A/B LV-99-24-4287-F FELEMETRY SET AND TRANSDUC DEMODULATOR-TRANSFORMER ERS	FAILURE MODE-BHORT(ELECT). A SHORTED INTERMINDING OF THI CORRECTIVE ACTION-MOME, REAL

PASE 0246

GENERAL DYNAMICS CONVAIR DIVISION

**** WAT #1

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

BUS-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE Date DIF	VEHICLE SITE PRI DATE DIP TIME DIP OTH		VENDOR NAME VENDOR PART NO	
EMBTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	A-88-E4-484E Electrical Commector	FAR	•91110 •	FACTORY	2 2	NICRODOT PBE-E1S	:
FAILURE WODE-FAIL TO OFER WATTS 18 REQUIRED, FAILURE	TO OPERATE AT PRESCRIBED TIME, TELEMETAT PACKAGE INDICATED NO POWER OUTPUT WHEN A MINIMUM OF 3.8 FAILURE MAS CONFIRMED AND ATTRIBUTED TO A POORLY FABRICATED COAKIAL CABLE CONNECTOR P-48.	ACKASE INDICATED W POORLY FABRICATED (POWER OF	NELE CONN	A A R	7-48.	
CORRECTIVE ACTION-REQUEST MOTIFY MANUFACTURER OF TH	CORRECTIVE ACTION-REGUESTED VENDOR OF TELEMETRY PACKAGE, TEXAS INSTRUMENTS: TO IMPROVE RECEIVING INSPECTION; AND TO MOTIFY MANUFACTURER OF THE CONHECTOR, MICRODOT, OF THE FAILURE.	IAS INBTRUMENTS: TO ME.	INPROVE	RECEIVING	1486	ECTION, AND TO	
IMBIRUMENTATION-A/B TELEMETRY AET AND TRAMBOUC ERS	NZ-AS-ZA-4E18-F COMMUTATOR	FAR 87-18762-803	£470 631154	FACTORY	* Q		***
FAILURE MODE-OUT OF TOLER 0 E. WERE SLOW. THE FAILUR ER SMIFT COULD BE CAUSED B	FAILURE MOSE-OUT OF TOLERANCE. THE TELEMETRY PACKAGE WAS REJECTED WHEN THE COMMUTATOR SPEEDS FOR CHAMMELD 13: A: AM O E. WERE SLOW. THE FAILURE WAS DUE TO DRIFT IN THE ELECTRICAL MCCHANICAL PARAMETERS OF THE COMMUTATOR. THIS PARAMET ER SMIFT COULD BE CAUSED BY BEARINGS. COMMUTATOR WIPER: GEARS: AND BREAKING-IN DURING OPERATION.	ECTED WHEN THE COMILL MECHANICAL PARAMILE IN AND BREAKING-IN	TERS OF TORNE	FEEDS FOR THE COMMUI ERATION.	CHAM	MELS 13: A: AM THIS PARAMET	***************************************
CORRECTIVE ACTION-HOME.							
IMSTRUMENTATION-A/B NZ-A9-84-4211-F TELEMETRY SET AND TRANSDUC OSCILLATOR-POTENTIONETER ERS	MZ-AB-E4-4213 -F Obcillator-Potentiometer	FAN 27-12762-903	£470 631104	FACTORY	# Q	VES BENDIK NO	***
FAILURE WODE-ELECTRICAL O MMING AT TMSCE ITS EXPECTE. OSCILLATOR,	FAILURE MODE-ELECTRICAL OPEN. CHANHEL 13 OF THE TELEMETRY PACKAGE BECAME VERY MEAK, APPEARING TO BE INVERTED AND RU Ming at twice its expected fresurncy, pailure was caused by an open minding in the potentioneter of the subcarrier Becillator.	CKAGE BECAME VERY I AM OPEN MINDING IN	FAK, APPI	EARING TO NTIONETER	# 6 # 6	INVERTED AND RU THE BUSCARIER	
CORRECTIVE ACTION-BENDEX-	-BENOIX-PACIFIC ENGINEERING WORKED WITH MINELCO ENGINEERING IN INPROVING THE POTENTIONETER.	RELCO ENGINEERING 1	I IMPROVI	* THE PO	ENT	CHETER.	
IMBTRUMENTATION-A/B TELEMETRY &ET AND TRANSDUC ERB	and the sector of the second section that the second secon	FAR 7-01649-13	8470 831104	8AN 0158 0	2 9	SAN BIES VES ROSEMOUNT O NO 184CF	.
FAILURE WODE-OUT OF SPECIS ATE LESS THAN ERGO PERCENT RANDUCER BETWEEN FINS A AI FRANSDUCER SHORTING TO CA	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE, THE OUTPUT SIGNAL CAUBED TELEMETRY CHANNEL 11: BEGNENT 39: TO INDIC Te less fram zero percent impombation banduidth men breater than 100 percent was expecied. The besidance of the t Ambducer between pins a and b was 800 omms mann approximately 1870 omms was expected. Failure was attributed to the Framsducer shortime to case ground: Homever, the exact cause could not be found.	HENAL CAUSED TELENI Than 100 PERCENT! Y 1870 OHNS WAS EXI	TRY CHAMI	HEL 11. BI TED. THE !	TENEN TENEN	TANCE OF THE TREBUTED TO THE	

SEMERAL DYNAMICS CONVAIR DIVISION

9881 HAT 81

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM"A	IRBORNE				
SYSTEM BUS-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF	\$17E TINC DIF	2 X	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-VENDOR	-VENDOR WAS REQUESTED TO TAKE MECESSARY ACTION TO ASSURE HIGHER QUALITY WIRE JOINTS IN THE TRAMSDU- Ral improvement in transducer quality to prevent element shorts.	MECESSARY ACTION TO ASSURE HISHER .	CR OUALITY TB.	OF THE	1	IN THE TRANSDU	0
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC ERB	CT-88-24-279-C ACCELEROMETER	FAR 88-01178-1	1260	CTRSCA	2 2	KISTLER BOS-SH PLUS ON MINUS .8-8-5	•
FAILURE MODE-OUT OF TOLER ESSAGE 80G G3S-G38 NZA: DA INEERING PERBONNEL AT ETR.	OF TOLERANCE, THIS ACCELEROMETER REPORTEDLY FAILEG WHEN IT WAS POUND EXCESSIVELY WOISY, TELETYPE H Hza, dated decenger r, 1963, states the accelerometer was pound acceptable for plight by site eng at etr, the failume analysis is canceled.	' FAILEG WHEN IT WA CELEROMETER WAS FO	# FOUND EX	SESSIVELY		BY. TELETYPE M HT BY BITE ENG	
CORRECTIVE ACTION-FAILURE CAMCELED.	I-FAILURE HOT CONFIRMED. BINCE THE PART WILL HOT BE RECEIVED FOR FAILURE ANALTSIB, THIS ANALTSIS IS	. NOT BE RECEIVED F	OR FAILURE	AMALY \$11	÷	18 ANAL7818 18	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	LV-89-E4-4875-F CALIBRATOR TRANSTROR	FAR 7-18882-8	63110	FACTORY	5 O	Andrew Market Control of the Control	5555
FAILURE MODE-CUT OF TOLER FRMED. CAUSE-LOW CURRENT 6	OF TOLERANCE, OUTPUT WAS ERRATIC, NOT BESUENTIALLY POSITIVE AND NEGATIVE AS RESULRED. FAILURE CONF. Unrent gaim characteristic of Transiston 8-4 (BH327A).	MIALLY POSITIVE A -4 (RMSETA).	NO MEGATIV	E AS RESU	II RED	. FAILURE CONF	
CORRECTIVE ACTION-TRANS/S	CORRECTIVE ACTION-TRANSISTORS TYPE ENSEZA WERE REPLACED WITH TYPE ENSESA HAVING A HIGHER CURRENT GAIM CHARACTERISTS	I TYPE BH3EBA HAVIN	A HIGHER	CURRENT	6 A 2 M	CHARACTER1871	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	A-90-24-4370-F CONVERTER	FAR 27-12370-603	631101	FACTORY	2 8	dy de production de la constant de l	***************************************
FAILURE MODE-SHORT(ELECT) SOG TO TSG CPS SIGNAL APPL VOLT DC B PLUS BEING SHOR	FAILURE MODE-SHORTIELECT). THREE AC-DC CONVENTERS FAILED LMEN THEY COULD NOT BE ADJUSTED TO G TO S VOLTS DC WITH SOG TO TSG CPS SIGNAL APPLIED. OUTPUT WAS A COMPIANT 10.5 VOLTS DC. PAILURES WERE COMFIRMED AND ATTRIBUTED TO THE VOLT DC G PLUS BEING BHORTED TO GROUND IN THE TOP PACKAGE.	N THEY COULD NOT B. .TS DC. PAILURES ME	E ADJUSTED RE CONFIRM	70 0 10 10 AMD A1	A E	LIED TO THE RE	
CORRECTIVE ACTION-RECONNE ITS DURING TERTING TO AVOI	CORRECTIVE ACTION-RECOMMENDED THAT THE TEST GROUP SUPERVISION EMPHASIZE THE MEED FOR EXTREME CAUTION IN HANDLING UN TS DUMING TESTIMG TO AVOID REPETITION OF THIS MODE OF PAILURE.	M EWPHABIZE THE ME. E.	ED FOR EXT	ICHE CAUT	8	IN NANDLING UN	
						PASE DZ48	

FAILURE MODE-FAIL DURING OPERATION, GEAR MOTOR FAILED TO OPERATE, THE FAILURE WAS COMFIRMED, CAUSE WAS FAULTY SEAR Trains due to excessive scratcking and wearing of internal parts, three units were checked under this f.a.r. all thr Ke failed for the same reasoms and all three Failures were comfirmed.

A31101 FACTORY YES BENDIK NO 1996483

F.A.R.

INSTRUMENTATION-A/B LV-99-24-4894F FELENETRY BET AND TRAMBBUC COMMUTATOR-WOTOR/GEAR ERS

. AAMICS	NOINI NOW
BEXERAL	COMVAIR

DIFFICULTIES AEVIEW-INSTRUMENTATION SYSTEM-AIRSOANE

11 1UN 1984

BYBIEN BUB-BYBIEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	01TE TINE DIF	1 Z	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
INDIRUMENTATION-A/B TELEMETAT BET AND TRANSDUCERS	FRAMBOUC ELECTRICAL RESULATOR	FAR FT-18408-1	431101	FACTORY	4 E 8	-	***
FAILURE MODE-SHORTIELECT) FAILURE WAS CONFIRMED AND	FAILURE MODE-SHORTIELECT). THE REGULATOR ASSEMBLY FAILED DURING PRE-PRODUCTION TESTING MHEH MO OUTPUT WAS OBTAINED. Failure was confirmed and attributed to the 28 You't DC 8 plus being shorted to ground in the top package.	IING PRE-PRODUCTION 18 BEING BHORTED TO	FEBTING IN	HEN NO OU THE TOP	PACEL	WAS OBTAINED.	
 CORRECTIVE ACTION-RECONNE. 178 DURING TESTING TO AVOID	CORRECTIVE ACTION-RECOMMENDED THAT THE TEST GROUP SUFERVISION EMPHABIZE THE MEED FOR EXTREME CAUTION IN HANDLING UN IS DURING YESTING TO AVOID REPETITION OF THIS MOSE OF PAILURE.	M EMPHABIZE THE NEI IE.	ED FOR EXT	REME CAUT	8	IN HANDLING UN	
INSTRUMENTATION-A/B LV-99-E4-4 FELEMETRY BET AND TRANSDUC OSCILLATOR ERS	LV-99-E4-4246-F OBCILLATOR	FAR 87-11841-938	101110	FACTORY	# Q	VES BENGIX NO 87-11541-933	
 FAILURE MODE-FAIL DURING (UCTIVE PICKUP FROM THE BAUL	FAILURE MODE-FAIL DUFING OPERATION, CHAMMEL 11 INDICATER S TO S PERCENT ISM MOISE, FAILURE COMFIRMED. CAUSED SY IND Ktive Pickup From the Bauare Maye, 800 cycle output of the ch. E obcillator.	O & PERCENT IBM NO.	186. FAILU	RE CONFIR	Æ.D.	CAUSED BY 1MO	
 CORRECTIVE ACTION-THE ET-	ON-THE EP-11541 PACKAGE IS BEING PHASED OUT, 178 COUNTERPART 55-13537 USED ON CENTAUR BOOSTERS WILL Band pass falters to alleviate this phosiem.	ITS COUNTERPART 55	383 18851-	OM CENT	8 5	HOOSTERS WILL	
 INSTAUMENTATION-4/8 TELEMETHY BET AND TRANSDUC	0 2	FAR 7-01783-11	631101	FACTORY	ů g	YES BOURNS NO 42013-0-50-732	•
 FAILURE MOSE-OUT OF TOLERA D. FAILURE MAS CAUSED BY ON ME EVENY RESPONSIBLE FOR TH EEN DOME DURING CLEANING ON	FAILURE MODE-OUT OF TOLERANCE, TRANSDUCER ERROR BAND WAS PLUS 1, TO PERCENT WHEN PLUS OR WINUS 1, D PERCENT IS ALLOWE D. FAILURE WAS CAUSED BY OVERPRESSURIZATION RESULTING IN A CHANSE IN THE BELIOWS SPRING RATE AND INCREASED TRAVEL. THE EVENTRESSURIZATION COULD NOT BE DETERMINED; HOMEVER, IT WAS POSSIBLE THAT IT HAY HAVE BEEN DONE DURING CLEANING OF THE TRANSDUCER.	ANSE IN THE BELLOW DETERNIMED, HOMEVEL	WHEN PLUS OR MINUS 3.0 PE LOWS SPRING RATE AND INCE EVER. IT WAS POSSIBLE THA	17E AND 1	PER THAT	ENT IS ALLOWE SED TRAVEL. T IT MAY HAVE B	4.0000000000000000000000000000000000000
CORRECTIVE ACTION-CAUTION CERS AND NOT TO APPLY EXCE	CORRECTIVE ACTION-CAUTIONED TRANSDUCER CLEANING PERSONNEL TO EXERCISE CARE WHEN CLEANING LOM-RANGE PRESSURE TRANSDU Ers and not to apply excessive pressure.	KKERCISE CARE WHE	CLEANING	LOW-RANG	2	BBURE TRANSDU	····

GENERAL VANICE

11 10K 1066

五百十年十年 五百十年十年 1	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE PRI	417C TIME 01F		VENDOR NAME	`
	A CONTRACTOR AND A CONT						•
COMMECTIVE ACTION-NOME, I	CORRECTIVE ACTION-NOME. REPLACEMENT OF HEAVYMEIGHT COMMUTATORS MITH LIGHTMEIGHT UNITS WAS NOT ECOMOMICALLY JUSTIFIA Ble. Ref. avo to h.o. story from N.J. Maloney Dated & Narch 1964.	ATORS WITH LIGHTWEIN	HT CHITS KA	A NOT ECC	110	ALLY JUSTIFIA	
INSTRUMENTATION-A/B SLV-0G-24-4377-F Elemetry set and transduc detector-potentioneter erb	8LV-8g-24-4377-F DETECTOR-POTENTIOMETER	FAR 69-11116-1	1011101	PACTORY	9 2	YES SPECTROL NO	:
FAILURE MODE-OUT OF TOLE! ILURE CAUSED BY FAULTY PO	OF TOLERANCE, GUTPUT VOLTAGE COULD NOT BE ADJUSTED TO S.O PLUS OR MINUS 0.005 VDC SPECIFICATION FA ULTY POTENTIOMETER R-G.	E ADJUSTED TO S.O PI	US OR MINUS	8000	Š	CIFICATION FA	
CORRECTIVE ACTION-POTENT ALLURE RATE.	CORRECTIVE ACTIOM-POTENTIOMETER MADE INACTIVE FOR FUTURE DEBIGN AND 18 NO LONGER DEING PURCHABED DUE TO EXCESSIVE F Ilure rate.	DEBIGH AND IS NO LOS	IGER DEING P	URCHABED	300	IO EXCESSIVE F	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	8P-49-24-4203-F OSCILLATOR	FAR 27-11541-935	£140 631100	FACTORY	YES 0	VES BENDIX NO 1045830-5	9
FAILURE MODE-DRIFT, THE CY TOLERANCE BAND LIMITS.	T. THE TELEMETRY CANISTER CHANNEL-13 OUTPUT PRESUENCY MAS 3 PERCENT SELOM THE HIGH-AND LOW-FREGUEN Limits. The failure was contirmed. Failure was caused by drift in output caused by an inadeguate b	TUT FREGUENCY MAS S RE MAS CAUSED BY DR	PERCENT BEL	OW THE HI	CH-45	I INADEBUATE B	
CORRECTIVE ACTION-THE FA: THER OSCILLATORS, THIS RE:	-THE FAILED CHANNEL-15 OSCILLATOR DRIFTED OUTSIDE THE TOLERANCE BAND IN A MANNER SIMILAR TO MANY This resulted in a new Burn-in procedure.	OUTSIDE THE TOLER!	HCE BAND EN	A MANNET		LAR TO HANT O	
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC ERS	LV-99-E4-437E-F DEWODULATOR TRANSFORMER	FAR 7-12077-801	481031	FACTORY	# Q		**************************************
FAILURE MODE-OFENIELECT). OF TRANSFORMER 19 MAG OF	FAILURE MODE-OFENIELECT). DEMODULATOR ASSEMBLY FAILED DURING ELECTRICAL TESTING AVTER POTTING. THE PRIMARY CIRCUIT F Transpormer 7-1 was ofen, Failure was comfirmed and Affrisuted to a Lack of Solder on Tenninal 1 of Transformer F Comprehense The Was of the Basings with the Continue was both to be the Continue of Solder on Tenninal 1 of Transformer	ING ELECTRICAL TEST	NG AITER PO	TTIME. TH	£ 8	PRIMARY CIRCUIT OF THANSFORMER T	

CORRECTIVE ACTION-RESUESTED MANUFACTURING DEPARTMENT TO IMPROVE SUALITY CONTROL OF THE MANUFACTURING PROCESS.

SENERAL L AICS CONVAIR DIVISION

	*** ***	DIFFICULTES AEVIEW-INSTRUMENTATION STSTEM-AIRBORNE	UMENTATION SYSTEM"A	RBORNE					
	AVATEM BUS-BYBTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIP TIME DIP	BITE TIME DIF	9 B 1	PRI VENDOR NAME OTH VENDOR PART NO		. *
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	LV-89-E4-42E9-F OSCILLATOR POTENTIONSTER	FAR R7-11841-055	***************************************	FACTORY	2 3	VES BENGIK NO	:	
	FAILURE MODE-FAIL BURING O AM ARCIME DEVIATION POTE	DURING OPERATIOM, CHAMNEL MO.13 INDICATED 7 PCT 18W MOISE, FAILURE MAS COMFIRMED AND AFTRIBUTED T Son potentiometer within the Channél & Obcillator,	T PCT IBM MOIBE, F.	AILUME WAS	COMFIRM	94	ATTRIBUTED T		
	CORRECTIVE ACTION-CHANNEL	CORRECTIVE ACTION-CHANNEL & OBCILLATOR WAS REPLACED CORRECTING CHANNEL 11 NOISE PROBLEM.	ING CHANNEL 11 NOIS	E PROBLEM.					
	INSTRUMENTATION-A/B TELEMETRY BET, AND TRANSOUC ERB	LV-99-E4-431G-F CALIBRATOR	FAR 88-13666-889	180189	8AN DIE6 O	¥ 0	BENDIX-FACIFIC 1047887	• 0 • 1 • •	
	FAILURE MODE-ERRATIC OPERATION. CALI TAGE. FAILURE COULD NOT BE CONFIRMED.	TIC OPERATION. CALIBRATOR FAILED WHEN IT INDICATED AN INTERMITTENT CHAMMEL E MEGATIVE PEDEBTAL VOL D not BE confirmed.	MDICATED AN INTERMI	FTENT CHAN	3 33	W3 T A 3	PEDESTAL VOL		
	CORRECTIVE ACTION-NONE, 9	FALLURE MAS MOT COMFIRMED.							
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	LV-89-21-4281-F Oifferential Amplifier	FAR 27-01241-1	631031	FACTORY	468	MAYBERRY 114-8	990188	
	FAILURE MODE-CONTANINATIC ED. CAUSE MAS PREAKSOMM OF	FAILURE MODE-CONTANINATION, 7-8 PERCENT NOISE WAS INDICATED ON CHANNEL 12 OF ASSOCIA ED. CAUSE WAS PREAKDOMN OF GOLD FLATING ON ITS ELECTRICAL CONNECTOR JUN: TO CORROSION,	ON CHANNEL 12 OF A	BOCIATEC DAION.	TELPAK. 1	77.1.00	ASSOCIATEC TELPAK, FAILURE MAS CONFIAM IROBIOM,		
	CORRECTIVE ACTION-MAYDERD BE INCREASED FROM SU TO 1	-MAYDERRY MILL IMPROVE PACKAGING TO PREVENT PIN CONTACT WITH ATMOSPHEME, GOLD PLATING OF PING MILL. 3D TO 1DD MICRO INCH.	T PIN CONTACT WITH	ATHOSPHERE	. corp er	AT 1 146	OF PINS WILL		
1	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	A-99-R4-4265-F IAMEDUC DEMODULATOR TRANSFORMER	FAR 87-12591-9	631030	FACTORY	1 2		****	
	FAILURE MODE-ELECTRICAL OF	RICAL OPEM. OUTPUT COULD MOT BE ABJUSTED TO G.O YDC. DUE TO OPEM LEAD IM THE PRIMAAY OF T-1. (REF ORHER).	10 6.8 VDC. BUE TO	WEN LEAD	IN THE P.	I HAAN	OF T-1. (REF		
1	CORRECTIVE ACTION-MONE. P	CORRECTIVE ACTION-WOME. PRECIDE READON FOR THE OPEN WIRE COULD NOT BE DETERMINED.	ULD NOT BE DETERMIN	.01					
							PAGE DESS		

GENERAL DYNAMICS CONVAIR DIVISION

8961 NOT 11

#318¥	TEST/REPORT NUMBER	DIF DATA BOURCE			78.0	VENDOR NAME	<u> </u>
		PART NUMBER	=	FACTORY	VES SENDIX	VES BENDIX	
TELEMETRY BET AND TRANSOUS. ERS. FALLURE WODE-STRUCTURAL. ILURE WAS CAUSED BY A DEFC	COMMUTATOR NOTON-SPASS THE TELEMETRY PACKASE ORNED COMMUTATOR NOTOR	FAILED WHEN THE CHANNEL-E COMMUTATOR OF BRUSH SPRING BINDING ON THE MOTOR CASE.	BRIDRO UTATOR OPERI TOR CARE,	TED INTE		7 311 A 311	
CORRECTIVE ACTION-WOME.							
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	87-88-84-42UG-F COMMUTATOR	FAR 87-11841-015	2160 631030	FACTORY	YE\$ BE	BENDIX 1045830-5	*****
. AILURE MOSE-CONTANINATIO ENT OF THE INFORMATION BAN ENTS WERE DIRTY, CAUSING T R CAUSED THE OUTPUT FROM C	. AILURE MODE-CONTANINATION. THE TELEMETRY CANISTER WAS REJECTED WHEN THE CHANNEL-11 OUTPUF HAD MOISE OF 5 TO 6 PERC Ent of the information bandwidth. The specification allows a naximum of 3 percent koise. The 2.5 cps commutator Ents were dirty. Causing the moise in the channel-11 output, during pailure analysis a broken brush in the commutator r caused the output from channel-18 to cease. Albo, moise on channel-14 has caused by the dirty commutator.	EJECTED WHEN THE CHAN 18 A MAXINUM OF 5 PERC UT. DURING FAILURE AN 1 OM CHAMMEL-14 WAS CA	NEL-SS OUTPL ENT KOSSE, I ALVSIS A BRC USED BY THE	HE BAS CONTENTS OF THE BASE CONTENTS OF THE BENEST OF THE	18E 0+	S TO S PERC AUTATOR SECH AE COMMUTATO	
CORRECTIVE ACTION-MENO SA ING THROUGH THE CHANNEL-E POSE,	CORRECTIVE ACTION-MEND 543-3-64-10 PROPOSES TO ELIMINATE EXCESSIVE CHANNEL-11 NOISE CAUSED BY HIGHER HARMONICS PEED ING THROUGH THE CHANNEL-E SUBCARLIER OSCILLATOR, THE CONTROLLING DESIGN GROUP APPROVED BANDPASS FILTERE FOR THIS PUR POSE.	EXCESSIVE CHANNEL-11	NOISE CAUSE APPROVED BAN	D 87 HIGH	ER HA	NONICE FEED FOR THIS PUR	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	49-2040.1 PRESSURE TRAMSDUCER	017-727 69-01008-88	631029	3/a 9	22	BOURNS ED07371703	•
FAILURE MODE-OUT OF SPECIFICATI TOLERANCE IS NIMUS 1.0 PERCENT,	OF GFECIFICATION. MAKIMUM ERROR AT 400 AND 360 PBIA WERE MINUS 1.014 AND MINUS 1.049 RESPECTIVELY. US 1.6 Percent.	AND 560 PBIA MERE MIN	UB 8.034 AND	T THE T	.048	EAPECTIVELY.	
CORRECTIVE ACTION-THIS UN	COARECTIVE ACTIOM-THIS UNIT WAS NOT OUT OF SPECIFICATIOM. THE SPECIFICATION IS NOT 1.000 PERCENT BUT IS 1.0 PERCENT	. THE SPECIFICATION I	1 NOT 1.000	PERCENT	101	1.0 PERCENI	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC ERS	LV-99-24-4830-F BANDPABS FILTER CAPACITOR	FAR 87-01896-1		PACTORY	YES APPL NO ENTS ACIS	VES APPLIED COMPON NO ENTS ACISOSO-1	1
FAILURE MODE-OUT OF TOLER D SECAUSE UNEM DISABSEMBLE	FAILUNE MOGE-OUT OF TOLERANCE, OUTPUT OF FILTER MAD B.284VAC, B.BTT TO B.º18 VAC WAD EXPECTED. FAILUNE MOT COMFIRME B because when didabbenbell: One of the imductord wad pound deformed with a hole burned in one of its capacitord.	4VAC, 8.877 TO 8,'38 ND BEFORMED WITH A HO	MAC WAS EXPE .K BURNED EN	CTED. FA	TA CAT	HOT CONFIRM	
						PA4E 0232	

SENERAL D'NAMICS CONTAIR DIVISION DIFFICULTIES SAVIEW-INSTRUMENTATION SYSTEM-LIRBORNE

CONVAIR

1001 NOT 11

40144	ERROR BAND WAS FLUTHE OBSERVED ERROR	THE OBSERVED ERROR B. THE SAIDE TEG	1NE OBSERVED ERROR BAI 1340° 1800 L 18 OF RF3 BTOFFED OF
LO NOT BE MAD LED NOT BE MAD LED NOT BE MAD LED NOT BE MAD LED NOT BE MAD LESTELMETRIMENTATION-A.7. GOODINGS CELEMETRY BET AND T.ANSDUC PREBAURE TRANSDUCER FAILURE MODE-OUT OF TOLERANCE. A FAILURE MAD REPORTED WHEN THE OBSERVED ERROR BAND WAS PLUS D.14 AND MENUS D.90 PER CENT. ALLOMABLE IS PLUS OF THUS D.72 PERCENT, THE UNIT WAS RELESTED AND THE OBSERVED ERROR BAND WAS PLUS D. AND MINUS D.90 PER CENT. ALLOMABLE IS PLUS OF THUS D.72 PERCENT, THE UNIT WAS RELESTED AND THE OBSERVED ERROR BAND WAS PLUS D. AND MINUS	CCURACT MAS G.RT PERCENT.	OUT OF SPECIFICATION WAS CONSIDERED MINOR. 13-0045/F1-80E-00-138 MUTATOR MOTOR MATATOR MOTOR RATION, THE SRFS COMMUTATOR HOTOR FOR CHANNEL ST	S S.O4 FERCENT. THE TEADOUT ACCURACY WAS DIET PERCENT. CONTECTIVE ACTIC:-MOME, THE OUT OF SPECIFICATION WAS CONSIDERED MINOR. INITRIMENTATION ACTIC:-MOME, THE OUT OF SPECIFICATION WAS CONSIDERED MINOR. INITRIMENTATION ACTION AND TRANSDUC COMMUTATOR WOTOR FOR CHANNEL IS OF RES STOPPED OPERATING DURING AND CONSIDERAL WINE MEDICAL SECTION ACTION ACTOR FROM ALL MINE MEASUREMENTS ON REF CHANNEL IS WAS LOST THROUGHOUT FLIGHT. SYSTEM EFFECT-NOME. SYSTEM EFFECT-NOME. CORRECTIVE ACTION-MOME.

CORRECTIVE ACTION-WOME, UNIT MITHIN WHICH THIS OSCILLATOR IS INSTALLED HAS SINCE BEEN MAIVERED FROM PAILURE ANALYSI S.

SEMERAL DYMANICA CONVAIR DIVISION

		DIFFICULTIES MEVIEW-INSTRUMENTATION STREEM-AIRSORME	IUMENTATION STREN'S	INBORNE		Ì		_
	8787EN 808-8787EN	TEST/REPORT NUMBER FAILED COMPOMENT WAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE OFF T	TIME DIF OTH		VENDOR PART NO	
1 = = =	INDIRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	LV-AB-E4-4177-P C COMMUTATOR	FAR 87-11541-935	2140 F.	PACTORY	# Q	BEN01X 1045450-9	•
	FAILURE MODE-CONTAMINATION, THE TE MEL 14 HAG SPIKING, THE SPIKING HAE E PROM THE COMULATOR BRUSHES, THE TRIB COULD WOT CONFIRM THE FAILURE	FAILURE WOOE-CONTAMINATION. THE TELEPAK FAILED WHEN CHANNEL IS WAD OUT OF SPECY CHANNEL IS OUTPUT WAS LOW, AND CHAN Wel is and spiktus. The spiktus was caused by contamination of the combutator belyents with conducting carbon hesibu E prom the combutator brushes. The channel is and is failures were isolated to the video amplifier, but failure amal	L 18 WAD OUT OF SPEC OF THE COMMUTATOR I ES MERE ISOLATED TO	FEHENTS MITT THE VIDEO A	A CONDU	2 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	OUT OF SPEC, CHANNEL 18 OUTPUT MAS LOW, AND CHAN CONNUTATOR SEEMENTS WITH CONDUCTING CARBON RESIDU 180LATED TO THE VIDEO ANPLIFIER, BUT FAILURE ANAL	
	CORRECTIVE ACTION-THE B	BPIKING PROBLEN ASSOCIATED WITH THE OUTPUT OF CHAMMEL 14 WAS CORRECTED BY CLEANING THE COMMUT	OUTPUT OF CHAMMEL 1-	WAS CORREC	7£0 87	נונא	IING THE COMMUT	
1 4	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	LV-89-24-4841-F JC TRANSOUCER: INSTRUMENTATION	FAR 7-01723-13	481088	FACTORY	ž 9	TES BOURNS NO 42012-0-100-75 E	•
	FAILURE MODE-EXTERNAL LEAK MAS EXPECTED, FAILURE MAS CASE RAISLD THE REFERENCE	FAILURE MODE-EXTERMAL LEAK, TRANSDUCER INDICATED A STATIC ERROR BAND OF-1.29 PERCENT MHEN PLUS OR MINUS 3.0 PERCENT MAS EXPECTED, FAILURE MAS ATTRIBUTED 13 LOSS OF INTERMAL REFERENCE PRESSURE, LEAKAGE FROM THE AMBIENT AREA INTO THE CASE FAISLD THE REFERENCE PRESSURE RESULTING IN LONER TRANSDUCER OUTPUT.	ERROR BAND OF-1.28 REFERENCE PRESSURE.	PERCENT WHEN LEAKAGE FROM	71.00 C	N310	NUS 1.0 PERCENT T AREA INTO THE	
	CORRECTIVE ACTION-SOME.	. SINCE THE LOCATION OF THE LEARAGE INTO THE TRANSDUCEN CASE COULD NOT BE FOUND	INTO THE TRANSCUCEN	CASE COM.B	HOT B.E.	104	.0	
1	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	LY-98-24-A282-F UC R.F. AMPLIFIEM MIRING	FAR 87-01618-1	681083	FACTORY	2 8	YES BENDIN NO 10TYD64-3A	:
	FAILURE MODE-ELECTRICA , CAUSE-INTERNITTENT BO	CTRICAL OPEN. CHANNELS 1,2.2, 5,7 AND E DEVELOPED MOISE DURING VIBRATION TESTING, FAILURE CONFIRMED IEM SOLDER COMMECTION BETWEEK R-1 AND C-3.	EVELOFED MOIBE DUATI	M VIBRATION	TEB 7 1 1 N	3	ILUME CONFIRME	
	CORRECTIVE ACTION-BEND OF THIS TYPE PROBLEM.	CORRECTIVE ACTION-BEHOLM WAS REGUESTED TO REVIEW ALL TÉCHNIGUES ABSOCIATED WITH THIS PART TO ELIMINATE A RECURRENCE OF THIS TYPE PROBLEM.	HISUES ASSOCIATED W	ITH THIS PAR	13 07 1	1 1 1	ITE A RECURRENC	
<u> </u>	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	A-88-E4-4238-F IUC CRTBIAL RECTIFIER-TRANSFORMER	# A.R. # 7 - 01378-1		FACTORY		MO BACBAB	
	FAILURE MODE-ELECTRICS	FAILUME MODE-ELECTRICAL OPEN, UNIT MAS REPORTED TO NAVE INTERNITTENT PRIMARY, FAILURE CONTRMED, CAUSE MAS SROKEN M Her at make of T-8.	HTERMITTENT PRIMARY	, FAILURE CO	MP L RMEC	5	USE WAS BROKEN	,
C	18E AT BABE OF T-E.							

GENERAL DYNAMICS CONVAIR DIVISION

**** *** **

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBOANE	HENTATION BYBIEM"AL	RECRNE		
8487FE 8C8-8487FE	TEST/REPORT NUMBER FAILED COMPONENT MANG	DIF DATA SCURCE PART NUMBER	VEHICLE SITE PRI VENDOR NAME DATE DIF TINE DIF OTH VENDOR PART NO	VENDOR NAME ENDOR PART NO	
CORRECTIVE ACTION-BINCE THE MOBT B. THE VENDOR MAS NOTIFIED OF FALI EING FABTENED DOWN, /THIB COULD BI BTENED PRIOR TO CONNECTING LEADS.	CORRECTIVE ACTION-BINCE THE MOST LIKELY REASON FOR THE FAILUME WAS STRESS ON THE TERMINAL DURING THE POTTING PROCES S. THE VENDOR WAS NOTIFIED OF FAILUME WODE, VENDORS REPLY WAS THAT FORMERLY TERMINAL SOARDS WERE SOLDERED PRIOR TO S EING FASTENED DOWN, 7THIS COULD BE POSSIBLE CAUSE OF FAILURE/ EFFECTIVE FES. S. 1964, ALL TERMINAL BOARDS WILL BE FA STENED PRIOR TO COMMICTIMS LEADS.	ME WAS STRESS ON TO THAT FORMERLY TERS EFFECTIVE FES. S.	E TERNINAL DURING THE FOT INNAL BOARDS WERE SOLDERED 1964: ALL TERNINAL BOARDS	FRICE PROCES	100
INBTRUMENTATION-A/B GOASS-1077 TELEMETAT BET AND TRANSDUC TRANSOUCER	60A63-1077/L3-401-00-224 Tramboucer	PLIGHT	8240 FALC E-8 VES 631028 SE NO		*****
FAILURE NODE-ERRATIC CHER. AND 40 BECONDS AND BETWEEN	FAILURE MOCE-ERRATIC CPERATION, HEAD BUPPRESSION VALVE POSITION DATA DISPLAYED TWO OPENING EXCURSIONS SETMEN 38.4 And 40 beconds and between 81.8 and 83.2 recomps. This data is not bupported by other measured parameters.	IOM DATA DISPLAYED S MOT BUPPORTED SY	TWO OPENING EXCURSIONS BE OTHER MEASURED PARAMETERS	TWEEN 32.4	
STRIEM EFFECT-MOME.					
VEHICLE EFFECT-WOME.					
y	LV-99-E4-4E69-F DIFFERENTIAL AMPLIFIER TRAMBISTOR	FAR R7-01018-8	631024 FACTORY YES MAYBERRY NO 147-1		•
FAILURE MCDE-OUT OF TOLERANCE. T OF THE AMPLIFIER REVEALED THE OU M CURRENT GAIM OF TRANSISTOR 8-4.	OF TOLERANCE. THE AMPLIFIERS CUTPUT DID MOT DROF TO ZERO WITH THE IMPUT SHORTED. A FUNCTIONAL TEST Reverico the Output was sig millivolts DC with the imput shorted. Failung was caused by a change i Transistor s-4.	DROF TO ZERO WITH ITH THE IMPUT BHORT	THE IMPUT SHORTED, A FUNC ED, FAILUNE NAB CAUSED BY	TIOMAL TEST	
CORRECTIVE ACTION-RAR LV-1	CORRECTIVE ACTION-RAR LV-88-E4-81ES INITIATED. VENDOR CHANGED TRANSISTORS TO TVPE 2NG280.	D TRAMBISTORS TO TI	PE 248860.		
IMBTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC C	78 LY-88-24-4288-F Iranbouc demodulator	FAN 7-12077-8	1350 FACTORY YES 631084 NO		
FAILURE MODE-SHORT-ELECTRI RHED, BUT THE EXACT CAUSE I ULD MOT BE LOCATED.	FAILURE MODE-SHORT-ELECTRICAL, FIN 19 OF CANNON CONNECTOR READ B.8 KILONNS WHEN AN OPEN WAS EXPECTED. FAILURE CONFI RHED, BUT THE EXACT CAUSE IS UNKNOWN, SHORT WAS LIFTED UPON DEPOTTING THE CANNON CONNECTOR AND SHORTING SUBSTANCE CO ULD MOT BE LOCATED.	AD E.S KILCHMS WHEN EPOTTING THE CANNOT	AN OPEN WAS EXPECTED. FA CONNECTOR AND SHORTING 8	HEURE CONFI	

CORRECTIVE ACTION-NOME, EXACT CAUSE OF SHORT WAS NOT DEFERBINED.

B145 3216

GENERAL V. MANICO

9941 MOF 91

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSONNE

BYBYEN BUB-BYBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	VEHICLE BITE PRE VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B LY-89-E4-4248F TELEMETRY BET AMO TRANSDUC BANDPARS FILTER, WIRING ERS	LY-86-E4-4848F BANDFABS FILTER, WIRING	FAR 7-11333-8	SHIDES PACTORY	4E.8	
FAILURE MOGE-FAIL DURING BETWEEN CAPACITOR C-8 AND	FAILUME MODE-FAIL DURING OPERATION, UNIT MAD NO GUTPUT, FAILUME COMFIRMED, CAUSED BY AN IMPROPER SOLDER CONMECTION Between capacitor c-8 and collector of transibtor 8-2.	.URE COMFIRMED. CAUS	ED BY AN EMPROPER	BOLDER CONNECTION	
COMMECTIVE ACTION-NEW SOLDERING TECHNIBUES ARE INVIALATION OF SUB COMPONENTS INTO THE FILTER.	COMRECTIVE ACTION-NEW SOLDERING TECHNIQUES ARE NOW EMPLOYED AND AN ADDITIONAL INSPECTION 18 NOW PERFORMED PRIOR TO Retallation of sub components into the filter.	AND AN ADDITIONAL I	NAPECTION 18 NOW P	ERFORMED PRIOR TO	
INSTRUMENTATION-2/8 LV-59-24-4244-F TELLINETRY BET AND TRANSDUC LIMITER FILTER, WIRING ERS	LV-89-24-4244-F LINITEP FILTER, WIRING	FAR R7-12267-3	estoks FACTORY	VES APPLIED COMPON NO ENTS	***************************************
FALLURE MODE-OPEN (ELECT) FILTER FL-S. OPEN APPARENT	FAILURE WOOE-OFEN (ELECT). CHANWEL 4 HAD NO OUTPUT. FAILURE CONFIRMED. CAUSED BY LACK OF SOLDER ON A COMMECTION OF FILTER FL-3. OFEN AFFARENTLY OCCURRED AFTER RECEIVING INSPECTION AND NAMUFACTURING TESTING.	CONFIRMED. CAUSED E TOM AND MANUFACTURE	IT LACK OF BOLDER (N A COMMECTION OF	
CURRECTIVE ACTION-MANUFAC	CURRECTIVE ACTION-MANUFACTURER (APPLIED COMPONENTS) HAS INITIATED A CHAMEE TO PRODUCTION PLANNING, TO CALL OUT AN MAPECTION OF SOLDER JOINTS BEFORE ENGAPSULATING, VGAR 4847-63.	TATED A CHAMEE TO F	ROGUCTION PLANNIM	; TO CALL OUT AM 1	• •
INSTRUCTITY SI AND TRANSDUC FILTER, ELECTRICAL Erb	LV-89-E4-4780-F Filter, electrical	# P # # # # # # # # # # # # # # # # # #	ESOD FACTORY	YE &	
FAILURE MODE-FAIL DURING APPLIED.	FAILURE WOE-FAIL DURING OPERATION. NO OUTPUT WAS OBTAINZO FROM THE BANGPASS FILTER WHEN NORMAL IMPUT SIGNALS WERE PPLIED.	ROM THE BANDFASS FI	LTER MEN MORNAL I	MUT BIGHALS WERE	
CORRECTIVE ACTION-MONE, FAILURE NOT CONFIRMED.	AILUGE MOT COMPIRMED.				
INSTRUMENTATION-A/B 68-2040.3 TELENGTRY SET AND TRANSDUC PRESSURE TRANSDUCER Err	88-2040.4 Parssure Transducer	079-9AT 69-01003-3A	>/00 621020	NO BOURNS	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-OUT OF BPECE! MCE MAKEMUM 18 18 BTEPB. 9	FAILURE MOCE-OUT OF SPECIFICATION. MORE THAN 3 PERCENT OF THE TOTAL OF STEPS EXCEED 0.25 PERCENT RESOLUTION. TOLERA Mce maximum 18-18-Steps. Sixteem (16) Steps exceeded 0.25 percent resolution.	E TOTAL OF BTEPS EX CENT RESOLUTION.	CEED D.25 PERCENT	RESOLUTION. TOLERA	
CORRECTIVE ACTION-MOME, TI	CORRECTIVE ACTION-MOME, THIS IS NOT A FAILURE, IF IS STEPS ARE EXACTLY S PERCENT OF THE TOTAL NUMBER OF STEPS, THEM IS STEPS, THEM IS SPEC. ALLOMABLE.	RE EKACTLY S PERCEN HIM THE SPEC. ALLOW	IT OF THE TOTAL NUM HBLE.	BER OF STEPS, THEM	

SENERAL DYNAMICS CONVAIR DIVISION

A444 Mula

	CIFFICULTIES MEVIEW-INSTRUNEMIATION STEEM-AIRECAME	MENTATION STRTEM'A	FRORME		
8787EN 808-8787EN	TESTARFORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE OIF TIME DII	SITE PRI VENDOR MANE TIME BIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC	M MZ-88-24-4848 TRANBOUC COMMUTATOR	FAR 63-01171-81	SESSES FACTORY	YES FIFTH DIMENSIO SESSES NO M MAND-SES	•
FAILURE MODE-OUT OF TCLE D. FAILURE MAS CONFIRMED . RUN-IN SINCE COMMUTATOR !	FAILUME MODE-OUT OF TCLERANCE. COMMUTATOR FAILED WHEN 178 SPEED WAS RISSRPS WHEREAS 2.628 RPS IS THE MAXIMUM ALLOME D. FAILURE WAS COMFIRMED AND WAS ATTRIBUTED TO A REDUCTION IN MOTOR AND GEARING FRICTION, OCCURRING AS THE RESULT OF RUN-IN SINCE COMMUTATOR MANUFACTURE, ALLOWING THE COMMUTATOR TO RUN FAST.	EED WAS E.SERPS WHING MOTOR AND GEARING	EREAS E.GES RPS II	D THE MAXIMUM ALLOWE ING AB THE RESULT OF	
CORRECTIVE ACTION-RECOMMENDED THE DURING PRODUCTION TO BREAK IN THE	CORRECTIVE ACTION-RECOMMENDED THE VENDOR BUBJECT THE COMMUTATOR IN ITS FINAL CONFIGURATION TO SO MOURS OF OPERATION DURING PRODUCTION TO BREAK IN THE MOTOR, GEARS, ETC.	TOR IN ITS FINAL C	ONFIGURATION TO S	S HOURS OF OPERATION	3
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSOUC ERB	# SP-AS-24-4197-F TRANSOUC OSCILLATOR-TUBE: ELECTRONIC	FAR 35-13337-609	1350 FACTORY 831023	YES BENDIK Yes	:
FAILURE MODE-OUT OF TOLE AS OUT OF BAND ON THE LOW ANNED. THE LOW FREQUENCY WAS CAUSED BY LOW-SUBGARR DRIFTIME CHANNEL-A SUBGAR	FAILURE MODE-OUT OF TOLENANCE. THE TELENETRY PACKAGE FAILED WHEN CHANNELS E AND 31 HAD EXCESSIVE MOISE, CHANNEL-A MAS OUT OF BAND ON THE LOW FREQUENCY RIDE, AND CHANNEL-A CROSSCOUPLED INTO CHANNEL, 13 WHEN DESTRUCT INHIBIT WAS PROGRAMMED. THE LOW FREQUENCY OF CHANNEL-A WAS CAUSED BY LOW-SUBGARRIER OSCILLATOR. THE CROSSCOUPLING MAS CAUSED BY LOW-SUBGARRIER DEVIATION VOLTAGE OF THE CHANNEL-A. THE DRIFTING CHANNEL-A SUBGARRIER DEVIATION VOLTAGE OF THE CHANNEL IS OSCILLATOR AND THE LOW FREQUENCY OF CHANNEL-A. THE DRIFTING CHANNEL-A SUBGARRIER OSCILLATOR WAS CAUSED BY CHANGING CHARACTERISTICS OF THE MODULATOR TUBE. TYPE SISE.	WHEN CHANNELS E AN SCOUPLED INTO CHANN ING CHANNEL-A SUBC . 13 OSCILLATOR AND ING CHARACTERISTICS	D 11 HAD EXCEBLIVEL 13 MAEN DESYRU ARRIER OSCILLATOR THE LOW FREGUENC OF THE MODULATOR	E MOISE, CHANNEL-A W CT INHIBIT MAS PROGR . THE CROSSCOUPLING Y OF CHANNEL-A. THE TUBE: TYPE BISS.	
CORRECTIVE ACTION-MOME.					
INSTRUMENTATION-A,'S TCLCMCTRY SCT AND TRANSDUC ERS	8P-A9-24-4197-F COMMUTATOR	FAR 85-15627-609	125D FACTORY 631023	VES BENDIX	***
FAILURE MODE-CONTAMINATA OUT OF BAND ON THE LOW PR ED. THE EXCESSIVE MOISE O	FAILURE MODE-COMTAMINATION, THE TELEMETRY PACKAGE FAILED WHEN CHANNELS—E AND 11 NAD EXCESSIVE MOISE, CHANNEL-A MAS Out of band on the low frequency side, and channel—a crosscoupled into channel 13 when destruct inhibit mas programm Ed. The excessive moise on chammels e and 13 was caused by dirit commutator begnents.	EN CHANNELB—E AND I UPLED INTO CHANNEL IRTY COMMUTATOR BEE	13 MAD EXCESSIVE N 13 WHEN DEBTRUCT SMENTS.	OISE, CHANNEL-A WAS INNIBIT WAS PROGRAMM	
CORRECTIVE ACTION-NOME.					
INSTRUMENTATION-A/B TELEMETRY SET AND TRAMSDUC ERS	B LV-86-E4-4E54-F TRAMBDUC OSCILLATOR/RESISTOR	7 AN 7-01488-888	esides FACTORY	VES SCHOLK NO TOESS	

FAILURE MODE-ERRATIC OPERATIOM. UNIT HAD ERRATIC OUTPUT. FAILURE CONFIRMED. CAUSE HAS CHAMSE OF RESISTANCE OF RIA.

GENERAL DINAMICS CONVAIR DIVISION

	************************************	RUMENIATION STREET,	I MANOR ME.				
ETETE EUG	TEAT/REPORT NUMB ZR FAILED COMPONENT 'AME	DIF DATA BOURCE PART NUMBER	VEHICLE PATE DIF	VEHICLE BITE PRI	VENDOR VENDOR	NAME PART NO	
						•	***
CORRECTIVE ACTION-MOME, A INBIRUMENTATION-A/B TELEMETRY BET AND TRANSBUC ERB	CORRECTIVE ACTION-MOME, REASON FOR RESISTANCE LYANDS LOUD WOT BE DEFINITION-A/B BIRUMENTATION-A/B LEMETRY BET AND TRANSDUC AMPLIFIER 8	FAR 87-01444-\$	******	FACTORY	YES KINETICS NO N788	1	* * * * * * * * * * * * * * * * * * *
FAILURE MODE-OUT OF FOLES MULL 18 0.000 PLUS OR MINI TIME GROUMD IN THE TEST EG	OF FOLERANCE. DIFFERENTIAL ANPLIFIER FAILED WHEN IT MOULD NOT NULL BELOW 0.015 VOLT DC. SPECIFIED. OR MINUS 0.003 VOLT DC. FAILURE WAS NOT CONFIRMED. CAUSE OF REPORTED FAILURE ATTRIBUTED TO A FLO. TEST EQUIPMENT.	ED MEN IT WOULD NOT CONFIRMED. CAUSE OF	NULL BELO REPORTED F	M D.015 W AILURE AT	NOT NULL BELOW D.015 VOLT DC. SPECIFIED OF REPORTED FAILURE ATTRIBUTED TO A FLOA	F1E0	
CORRECTIVE ACTION-OLD TE	-OLD TEST SET WAS REPLACED JITH A MEW TEST SET HAVING AN EARTH GROUNDING SYSTEM.	T BET HAVING AN EART	H GROUNDIN	6 SVATEM.			
	AX63-GGO3-1356/FC-CO-G1-G908-GG6 TLM CANISTER-TRANSMITTER	COMIOSI TE-FACTORY	1350		40	•	***************************************
FAILURE MODE-ERRATIC OFCI CT 18VIB ALLOMED. THE CHAI REGUENCY BAND EDEE. MEASU DESTRUCT INHIBIT MAB PRO	FAILURE MODE-ERRATIC OPERATION, CHAMMELS E ANG 11 OF TELEMETER NO. 1 INDICATED A NOISE LEVEL OF 6 TO 7 PCT 18M, 3 P CT 18WIS ALLOWED. THE CHANNEL, A MANTER PULSE AND 188 PCT CALIBRATE PULSE, WERE FROM 1 TO 2 PCT FRW BEYOND THE LOW P RESUGNCY SAND EDGE. MEASUREHENT DYY, MONITORED OM CHAMMEL A: INDICATED EXCESSIVE CROSS-COUPLING INTO CHAMMEL SS WHEN DESTRUCT INHIBIT MAS PROGRAMMED.	HETER NO. 1 INDICATED ALIBRATE PULBE: WERE IN INDICATED EXCESSIV	FRON 1 TO	EVEL OF 6 2 # PCT FB SUFLING IN	6 TO T PCT 18M; 3 FBW BEYOND THE LOW INTO CHAPMEL 13 WH	LOS T	
SYSTEM EFFECT-EMBATIC OF	BYBTEM EFFECT-ERRATIC OPERATION. VEHICLE EFFECT-COMPOSITE RESCHEDULED, BYBTEMS LEVEL AND CONFOSITE TESTING REBUIRED.	MPOSITE TESTING MES	HED.				
CORRECTIVE ACTION-REPLACED TELEMETER NO.	CED TELEMETER NO. 1.						
INSTRUMENTATION-A/B YELEMETHY BET AND TRANSDUC ERS.	FRESCRITT.1 TEMPERATURE TRANSOUCER O-NIME	UTP-PRT 7-D1848-8	631022	3/09	YES ROSEWOUNT NO 13446		****
FAILURE NODE-LEAKAGE-EKT UNDER PRESSURE OF SOUD P ZCH MERE CAUSED BY NOT LU	FAILURE, HONG-LEAKAGE-EKTERNAL, DURING BATISFACTORY PERFORMANCE TEST THE TEST SPECIMEN LEAKED 18CC IMMEDIATELY WHILE UNDER PRESSURE OF SOUD PAIA OF GHE, THE ALLOMABLE TOLERANCE IS RISCÍNIM. CAUSED BY SCRATCHES IN THE O-RING SEAT WICH MERE CAUSED BY MOT LUGRICATING THE O-RING TEST INSTALLATION.	AAMCE TEST THE TEST OF IN TEST OF THE STACKHIM, CAUSE STALLATION.	PFCIMEN L	CAKED SBCC ATCHES IN	THE CHIME B	- 14	
CORRECTIVE ACTION-YESTIN	M-YESTING TO COMTINUE WITH REPLACEMENT UNIT. TESTING AGENCY HAS BEEN ADVISED OF THE MECESSITY OF PROCEDURE, REF-PAR-654-R-058.	IT. TESTIMS ASEMEY M	18 BEEH AD	70 03 ti	NE NECESSITY	2 8	

PARE 0844

GENERAL DYNAMICS CONVAIR DIVISION

	PAILED COMPONENT NAME	PART NUMBER	DATE DIF	DATE DIF TIME BIF OTH		VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	87-48-84-4176-F Camieter	FAR 87-11016-523	880 180 880 180	PACTORY	3 3 2	309	:
FAILURE MODE-OUT OF BPEC MAS TEN PERCENT HIGHER T COMFIBHED, AMALYBIS SHOM TOR LEAD,	FAILUME WODE-OUT OF BPECIFICATION. THE TELEMETRY ACCEBBORY CANISTER FAILED WHEN A BINULATED TEMPERATURE MEABUREHENT Was tem percent higher than the binulated value, the allowable tolerance is s percent. The canister Failure was not Compibned, amalysis showed the failure was caused by Mishandlims of the simulator resistor, cracrime the resis	TV CANISTER FAILED MY NASLE TOLERANCE IS S 7 NISHANDLING OF THE	EN A BEMUL.	NTED TEMPI THE CANIS TESISTOR:	CRACK	E MEASUREMENT LLURE WAS NOT ING THE RESIS	
CORRECTIVE ACTION-PERFONNEL ENGAGED IN THE INSTA ED MOT TO USE REBISTORS, MITH SEVERELY BENT LEADS.	NEL ENGAGED IN THE INSTALLATION OF BIMULATOR REBIBTORS IN THE TELEMETRY STREN WERE CAUTION Ith Severely dent leads.	OF BINULATOR NESISTOR	1 1H THE TI	CLEMETRY .	PT & TEH	WERE CAUTION	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	BP-AB-E4-4171-F COMMITATOR, MOTOR	7 A N R7 - 1 1 1 4 1 - 8 3 W	231022	FACTORY	YEB BENDIX NO	. X 3 GHZ	1
FAILURE MODE-OUT OF SFEC MMING AT 35 RPS. FAILURE G AND PITTING ON THE CONTING CURRENT TO FLOW IN EX	FAILURE MODE-OUT OF SFECIFICATION, THE TELEMETRY RF 1 CANIBTER FAILED WHEN THE 30 RPS MOTOR WAS CALCULATED TO BE RUMING AT 35 RPS. FAILURE WAS CAUSED BY THE CONTACTS OF THE GOVERHOR ON THE 30 RPS MOTOR STICKING CLOSED DUE TO ARCIN 66 AND PITTING ON THE CONTACT BURFACE, ARCING WAS CAUSED BY FECHANICAL GRINDING OF THE SOFT BRUSHES IN THE MOTOR CAUSING CURRENT TO FLOW IN EXCESS OF THE CONTACT RATING.	HBTER FAILED WHEN THE COVERHOR ON THE BO	E 30 RPS M NPS NOTOR I OF THE SOR	STOR WAS DICKING	CALCULA CLOSED F IN TO	ATED TO BE RU DUE TO ARCIN HE MOTOR CAUB	À
CORRECTIVE ACTION-HONE,	OM-HONE, CORRECTIVE ACTION CONTROL CENTER 18 PLAKNING TO REGUEST A SURVEY OF ALL REED AND REESE MOTO HEAVYWIGHT TELEMETER PACKAGES.	IS PLANNING TO RESUE	T A BURVEY) OF ALL	KEED AI	ND REESE MOTO	
INSTRUMENTATION-A/B FELEMETRY SET AND TRANSOUC ERS	FR-48C-2057.1 TEMPERATURE TRANSDUCER-O-FING	UTF-FRT 7-01633-8	*** 0 ***	3/0 0	# Q	VES NOSEMOUNT NO	•
FAILURE MODE-LEAK EXTERM Burface was beratched du	FAILUME MODE-LEAK EXTERMAL. THE SPECIMEM LEAKED 18CC IM 18 BECOMDS. THE TOLERANCE IS 1.0 CC/MIM. THE O-RING BEATING Bumpace was beratched due to mot being lubricated umem installed in the test pixtume.	IS SECONDS. THE TOLER STALLED IN THE TEST	NACE 18 1.0) CC/HIN.	746 0	-RING BEATING	
CORRECTIVE ACTION-LAB PE. INSTRUMENTATION-A/B	OM-LAS PERSONNEL WERE RESUESTED TO LUBRICATE THE O-RIMSS PER THE TEST PROCEDURE DURING FUTURE TESTS. AS PRESC-21 8.1 TRANSIC TEMPERATURE TRANSDUCES 7-016A-11 TRANSDUCT WES ROSEHOUNT THANDLE TRANSDUCTS THAND THAN THE TRANSDUCTS THAN THE TRANSPORTER THAN THAN THAN THE TRANSPORTER THAN THE TRANSPORTER THAN THAN THAN THAN THAN THAN THAN THAN	THE OBLINGS PER T CTP-PRT CTP-PRT	4K TEST PR	KEDURE D	A C C C C C C C C C C C C C C C C C C C	RING FUTURE TESTS. YES ROSEHOUNT	
							······

PACE 0230

GENERAL DYNANICS CONVAIR BIVISION

**** HO?

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-ALSBOARE	MENTATION SYSTEM"AL	MEGHNE			ş	
STRIKE SUG-STRIKE	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART HUMBER	VEHICLE SITE DATE DIF TIME DIF	ATTE TIME DIF	- X	PRE VENDOR HANE OTH VENDOR PART NO	`
CORRECTIVE ACTION-THE ALL	CORRECTIVE ACTION-THE ALLOMABLE LEARAGE RATE WAS RAISED TO 10 CC/MIM AND THE LEARAGE CHICK ADDED THROJSM THE MEAD	G CC/NIN AND THE LI	CARAGE CHL	K ABDED	THRO	EN THE HEAD O	• • • • • • • • • • • • • • • • • • • •
MLY, OM EACH TEST SPECIMEN IMSTRUMENTATION-A/S TELEMETRY SET AND TRANSDUC	AFECIMEN FOLLOWING COMPLETION OF TESTS. PRESC-E165.1 FRANSDUC TEMPERATURE TRANSDUCER	CTP-PRT 7-D1664-R8	4310EE	PAC TORY	YES LEVIS	BERNS B	******
FAILURE MODE-LEAK-EXTERMAL. IN 18 ALLOWABLE, THE 'AILURE	K-EXTERNAL. DURING EXAMINATION OF THE PRODUCT, THE SPECIMEN LEAKED 19CC IN 18 SECONTHE (AILURE MAS DETERMINED TO BE CAUSED BY A SCRATCH ON THE O-RING NATING SURFACE.	T, THE SPECIMEN LE. GRATCH ON THE O-I	IKED 18CC RING NATIN	1M 10 BE	8 g	1SCC IN 10 SECONDS WHEN 2.5 CC/M NATIME SURFACE.	
CORRECTIVE ACTION-6D/C INSTITUTED EST FIXTURE. THE ALLOWABLE LEAKAGE ON TEST APECIMEN FOLLOWING COMPLETS	CORRECTIVE ACTION-60/C INSTITUTED ADDITIONAL INSTRUCTIONS TO INSURE PROFER INSTALLATION OF TRANSDUCER IN THE LEAK T ST FIXTURE, THE ALLOWABLE LEAKAGE RATE WAS RAISED TO 10 CC/MIN AND LEAKAGE CHECK ADDED THROUGH THE HEAD ONLY, ON EA IN TEST &PECIMEN FOLLOWING COMPLETION OF TESTS.	INBURE PROFER INS IIM AND LEAKAGE CHE	TALLATION TR ADDED T	OF TRANSL	SUCER IE NEA	IN THE LEAK T D ONLY, ON EA	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	AX63-0003-1980/FC-CO-02-0006-008 COMMUTATOR MOTOR	COMPOSITE-FACTORY EF-11841-937	1990 631018		÷ 9		***
FAILURE MODE-ERRATIC OPER LIY COMMUTATOR MOTOR.	IATIC OPERATION- CHAMMELS 11, 15 AND 16 INDICATED EXCESSIVE COMMUTATOR SPEED VARIATIONS DUE TO A FAU DTOR.	ATED EXCESSIVE COM	PUTATOR SP	ECO VARI	VY I ONS	DUE TO A FAU	
SYSTEM EFFECT-ERRATIC OPERATION. VEHICLE EFFECT-COMPOSITE RESCHED	BYBTEN EFFECT-ERRATIC OPERATION. Vehicle effect-composite rescheduled, system and partial composite, retest was resulbed.	POSITE. RETEST WAS	REBUIRED.				
CORRECTIVE ACTION-THE COM- INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	COMMUTATOR MOTOR WAS REPLACED. AASS-DOSS/PS-403-DD-187 UC TLM CAMISTER	COUNTDOAM RT-11841-831	1970	ETR-13 -3840	5 9		•
FAILURE MODE-FAIL DURING BYBTEM EFFECT-OPERATION D	L DURING OPERATION. CHANNEL SS FAILED TO OPERATE DURING WARNUP FOR 6CT NO E. Fration does not start. No indication of channel is subcarrier oscillator has seem.	HATE DURING WARMUP NOWEL 18 BUSCARRER	FOR SCT N		i		
VENICLE EFFECT-COUNTDOWN DELAYED 45 MINUTES. COMMECTIVE ACTION-CANISTER HEPLACED-IREGESSE.	OUNTDOWN DELAYED 48 MINUTES. M-CANIBTER HEPLACED-IROGGOG.						

**** NOT 11

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM SIRBORNE

DIF DATA SOURCE STRICLE SITE PRI	COMPOSITE-4 FACT 136F 14	DECILLATOR SHIFT.	COMPOSITE-J FACT 138F 11 YES 886214	DURING OPERATION. DURING JOINT FACT THE B RPS COMMUTATOR MOTOR FOR CHANNELS SE AND SS OF RF S SLO ATION TOO LOM. DATA PROCESSING WOULD HAVE BEEN DIFFICULT.	VEHICLE EFFECT-MOME. CORRECTIVE ACTION-YELEMETRY CAMIBTER WAS REMOVED AND REPLACED. NOTOR WAS REMOVED FROM THE FAILED CAM AND REPLACED.	FAR 631016 SAN DIEG TER BOURNS 682137 7-01723-11 0 NO 420130-50-752	C OPERATION. 4 TRANSOUCERS EXHIBITED A POSITIVE SHIFT GREATER THAN THE ALLOMABLE PLUS OR NINUS S. ROR. ANALYSIS REVEALED NO INTERNAL DISCREPANCIES, THEFREFORE, THE FAILURES WERE ATTRIBUTED TO OVE	METHERRING DEPARTHENT PERFORMED A SURVEY PER NEWO SYT-6-852 WHICH CALLED FOR THE PURGING OF ALL AND SPARE UNITS (SURVEY 82-65), REVISION A), VENDOR HAS INITIATED NEW CLEANING PROCEDURES WHICH STRACKEE OF THIS FAILURE MODE, MISSILE CHECKOUT PERSONNEL MERE CAUTIONED AGAINST OVERPRESSURIZATIO	FAR 531018 FACTORY VES BOURNS 7-01783-11 631018 FACTORY VES BOURNS
TEST/REPORT NUMBER	11.000 61.600	FAILURE MODE-OUT OF TOLERANCE, POSSIBLE BUSCARRIER OSCILLATOR SHIFT, STATEM EFFECT-IMPROPER ANALOS SIGNALS	A463-0045/P1-6CO-03-136	FAILUME MODE-FAIL DURING OPERATION, DURING JOINT FACT THE B RPB COMMUTATOR ED TO 3 RPB. BYSTEM EFFECT-OPERATION TOO LOM, DATA PROCESSING WOULD MAYE BEEN DIFFICULT.	TRY CAMIBTER WAS REMOVED AND	LV-99-24-4452-F : TRANSOUCER, INSTRUMENTATION	RATIOM, 4 TRANSOUCERS EXHIBI Analybib Revealed mo interma	ERIMG DEPARTHENT PERFORMED A PARE UNITS (BURYEY 82-83, RE E OF THIS FAILURE MODE, NISS	LV-55-E4-4275-F Transducer, instrumentation
9791EH	INSTRUMENTATION-A/S TELEMETRY BET AND TRANSOUCERS	FAILURE MODE-OUT OF TOLERANCE, POSSIBL STRIEW EFFECT-IMPROPER ANALOG SIGNALS. VEHICLE EFFECT-MONS.	CORRECTIVE ACTION-UNKNOWN, INSTRUMENTATION-A/B YELEMETRY BET AND TRANSDUC CERS.	FAILURE MODE-FAIL DURING MED TO 3 RPS. BYSTEM EFFECT-OFERATION	VEHICLE EFFECT-WOME.	IMBTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FAILURE MODE-ERRATIC OPER .O PERCENT BTATIC ERROR BPRESSURIZATION.	CORPECTIVE ACTION-ENGINEERIN INSTALLED. IN STOCK AND SPARE HOULD ELIMINATE RECURRENCE OF	IMPTRUMENTATION-A/B TELEMETAT BET AND TRAMSDUC

GENERAL DYNAMICS CONVAIR DIVIDION

200 207 1

CONVAIR BIVIBION

		DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRSORME	UNENTATION BYSTEM"AL	RBORNE				
	STRICK SUB-BTEN	TESTARFORT HUNSER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE BITE DATE DIF THE DIF	817E	1 5 E	PRI VENDOR NAME OTH VENDOR PART NO	,
	ME SEING AT ATMOSPHERIC IN THE BOCKET, WITH THE CASH VACUUM MAS DRAWN TO PERFO JAATELY ONE-THING FARTHER ESTS FALLED TO REVEAL THE LUGED LEARAGE OCCURRED THR	RE SCING AT ATMOSPHERIC INSTEAD OF ZERO AND THE BALL OF THE BALL—AND-SOCKET CONNECTION BEING PARTIALLY FULLED OUT OF THE SCCKET, WITH THE CASE REFERENCE PRESSURE, DAEM A NACOUM WAS DRAWN TO FIRE RESISTANCE HANDREL. DAEM A NACOUM WAS DRAWN TO PERFORM A CALIBRATION TEST, THE PRESSURE—BENSING SELLOWS ATTEMPTED TO PULL THE MIPER AND APPROXIMATELY ONE-THIND FARTHER DOWN THE MANDREL, IN THIS INSTANCE THE SALL WAS PULLED OUT OF THE SOCKET, EXTENSIVE LEAK TESTS FAILED TO REVEAL THE LOCATION OF THE LEAK CAUSING THE CASE REFERENCE PRESSURE, TO SE LOST, NOWEVER, IT WAS CONCLUDED LEAKAGE OCCURRED THROUGH THE WELDED AREAS AT EACH END OF THE TRANSDUCER CASE.	THE BALL-AND-BOCKET CONNECTION BEING PARTIALLY PULLED OUT OF WIPER ARM WAS NEAR THE END OF THE RESISTANCE MANOREL. WHEN A SEARCH ARM WAS NELLOWS ATTEMPTED TO PULL THE WIPER ARM APPROX ANCE THE BALL WAS PULLED OUT OF THE SOCKET. EXTENSIVE LEAR THE CASE REFERENCE PRESSURE, TO BE LOST, MOMEVER, IT WAS COME END OF THE TRANSDUCER CASE.	ECTION BE:	ME PARTI RESISTAN PULL TV E BOCKET LOST, MC	**************************************	FULLED OUT OF ANDREL, INFEN A PER ARM APPROX TENSIVE LEAK T R, IT MAS CONC	:
	CORRECTIVE ACTION-VENDOR 2F1ED IN CORRECT MELDING 1	CORRECTIVE ACTION-VENDOR HAS ESTABLISHED A MELDING SCHOOL SO THAT MELDING PERSONNEL CAN BE TRAINED, TESTED AND CERT Fied in correct melding techniques.	O THAT MELDING PERBO	MHEL CAN	E TRAIME		ESTED AND CERT	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	TRESCAUR TRANSOUCER	UTP-PAT 69-01003-81	***************************************	FACTORY	2 2	BOURNS	
	FAILURE HODE-OUT OF TOLER CEMT, THE FAILURE MAS DUE 0288.	FAILURE HOCE-OUT OF TOLERANCE. TRANSDUCER OUTPUT AT AMBIENT PRESSURE WAS ES.ST FERCENT. IT SHOULD HAVE BEEN S.S FER Cent. The Failure was due to over pressurization, This occurred After it had left the Standards Laboratory. S/M 50s- Dess.	FREBOURE WAS EGGET IRED AFTER 17 MAD LEI	PERCENT.	T SHOULD	HAV	E BEEN 8.4 PER TORY. 8/N 306-	
a a	CORRECTIVE ACTION ONE P	POINT-OUTPUT-CHECK-OF THE TRANSDUCERS IS BEING WADE AFTER CLEANING. BP-AS-AS-AS-AS-AS-AS-AS-AS-AS-AS-AS-AS-AS-	RE IS BEING MADE AF	TER CLEAN	ME. FACTORY	5 9		
	ECTRICAL O	FUR WIRE. WEN. AN O'EN CIRCUIT WAS INDICATED BETWEEN PINS SWALL E TO R OF THE BUSSING WIRE WOT SELVE STRIPPED OF ITS VARISH CATING BEFORE INSERTION INTO PIN R.	BETHEEN PINS SMALL	E TO R OF	THE BUST	1 1	THE BUBBING ABBEMBLY. FAIL INTO PIN K.	
	CORRECTIVE ACTION-FACTORY	CORRECTIVE ACTION-FACTORY PERSONNEL MERE NOTIFIED OF THE FAILURE AND CAUTIONED TO EXERCISE MORE CARE.	ILURE AND CAUTIONED	TO EXERCIT	E HORE O	ARE.		
1	INSTRUMENTATION-A/B TELEMETAY BET AND TRANSOUC ERS	#F-88-E4-4183-F OSCILLATOR	FAR 27-11541-031	1970	=	3 9	SEND1X 1045620	:
	FAILURE MODE-FAIL DURING FAILURE MAB NOT COMFIRMED E FAILURE AMALWSIS.	L DURING OPERATION. THE TELEMETRY CANISTER FAILED WHEN THE CHANNEL-15 OSCILLATOR HAD NO OUTPUT. THE CONTIRMED BECAUSE THE FAILED PART BEFOR 16.	CANISTER FAILED WHEN THE CHANNEL-15 OSCILLATOR HAD NO OUTPUT. THE WAS REMOVED FROM THE CANISTER AND REPLACED WITH A GOOD PART BEFOR	HEL-15 OF	CED WITH	A A	MO OUTPUT, THE COD PART BEFOR	
1	CORRECTIVE ACTION-MOME, FAILURE NOT CONFIRMED.	AILURE NOT CONFIRMED.						

**** ****

FAILURE MODE-OUT OF BREC. THE MAS-AMP OUTPUT OF THE MASHETIC AMPLIPIER ASSEMBLY WAS 25 PERCENT OF PUL, BANDWIDTH WH EN 75 PERCENT WAS EXPECTED. THE FAILURE AMALYSIS WAS CAMCELLED BECAUSE THE ASSEMBLY HAD BEEN CALISRATED TO THE MROME VOLTAGE, AND THEREFORE MOULD NOT OPERATE MITHIN SPEC.

FACTORY

2012 631016

FAR 87-11884-8

INSTRUMENTATION-A/B LV-AB-24-4132-C TCLENETRY SET AND TRANSDUC ANFLIFTER

GENERAL DYNAMICS CONVAIR DIVISION

100 1 000

CONTRIBUTED

		• • •			•••			• 1 0 1 0 0		
	PRI VENDOR NAME OTH VENDOR PART NO	YES TRANSONICS	EASURENENT CAN	CLERENTS OF E	BOURNS	8 55.0 MILLIBE	N SPECIFICATIO	YES UNITED ELECTRO NO DYNAMICS 143646	MAS SHIFTING IN A RANDOM PATTERN. TH AND THE COMULATOR SUSFACE. THE POIT SEGMENT WINES ARE SECURED IN THE ASS	Y SE CAUSED BY H REMOVED.
	PRI	÷ 5	04. # 01. #	LIMITIMG FAILURE.	22		11 11	* 2 * 2	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	N ONE
	BITE TIME DIF	I	340 SECONO OF THE C	E THE LIN	3/0 \$	PECIFICAT	# 1 IF	KTX	TING IN A COMUTATO WINES ARE	LAKING CAN
IRBORNE	VEHICLE DATE DIF	4-1 431017	HEB PLUB	WP EXAMINATING	*******	LL186c. 8	Herefore,	#24D #3101#	MAB BHIT AND THE BEGHENT	OMPOUND F
JHENTATION SYSTEM"	DIF DATA BOURCE PART HUNGER	FAR 87-01887-8	OFF BCALK MIGH AT L. HOMEVER, A BTREE	AND B.) DEBIGN GRC INDIVIDUAL OR COM	UTP-PAT 69-D1002-31	N 4 TESTS: 15.2 M	18 0,8 MILLIBEC. 1	FAR E7-1864E-803	I THE MEGATIVE GATE BETWEEN THE WIPER HERE THE COMMUTATOR	ITEB THAT POITING C
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	TEST/REPORT NUMBER FALLED COMPONENT NAME	CT-86-E4-E94-F Temperature Tramboucer	FAILURG MODE-OUT OF EXPECTED TEST VALUE. DATA ABRUPTLY WENT OFF SCALE HIGH AT MES PLUS 340 SECONDS. MEASUREMENT CAN E. om scale after the test. Amalysis could mot compirm failume. Momeven: a stress failure of the coil mire due to tem sion was causing am open circuit compition in the transducer.	CORRECTIVE ACTION-A.) VENDOR REVIEW COLL WINDING INSPECTION AND B.) DEBIGN GROUP EXAMINE THE LIMITING ELEMENTS OF XCESSIVE HEAT: CURRENT, VIBRATION, AND INSTALLATION AS BEING INDIVIDUAL OR COMBINED CAUSES OF FAILURE.	69-E040.1 Pressur Transoucer	OF SPECIFICATION, AVERAGE RESPONSE TIME WITH 4 TESTS: 15.2 MILLISEC. SPECIFICATION 18 15.0 MILLISE	CORRECTIVE ACTION-MONE. RESPONSE TIME OF THE TEST ESUIPMENT IS 0.3 MILLISEC. THEREFORE, LAIT IS MITHIN SPECIFICATIO	<i>4-98</i> 1	FAILURE MODE-COMTAMINATION. THE BISNAL CONVERTER FAILED WHEN THE MEGATIVE GATE MAB BHIFTING IN A RANDOM PATTERN. TH E FAILURE WAS CAUSED BY PASTICLES OF POTTING COMPOUND GETTING BETWEEN THE WIPER AND THE COMMUTATOR BUSPACE. THE POTT ING COMPOUND CAME FROM THE UPPER PORTION OF THE COMMUTATOR WHERE THE COMMUTATOR BEGWENT WINES ARE SECURED IN THE ASSE	-MO CORRECTIVE ACTION TAKEM. THE VENDOR STATES THAT POITING COMPOUND FLAKING CAN ONLY SE CAUSED SY Embly of the endcap of the commutator. There is no proof that the endcap had not seen renoved.
	BYBTEN BUB-BYBTEN	TELEMETRY BET AND TRANSDUC TENPERATURE TRANSDUCER Errenetry bet and transduc tenperature transducer erre	FAILURG MODE-OUT OF EXPEC E ON SCALE AFTER THE TEST. SION WAS CAUSING AN OPEN C	CORRECTIVE ACTION-A.) VEN KCESSIVE HEAT, CURRENT, VI	INSTAUMENTATION-A/E TELEMETRY BET AND TRANSDUC ERS	FAILURE MODE-OUT OF SPECI	CORRECTIVE ACTION-MONE, R. N.	INSTRUMENTATION-A/B &P-90-24-4 Telemetry bet and transduc commutator erb	FAILURE MODE-CONTAMINATION E FAILURE WAS CAUSED BY PAI ING COMPOUND CAME FROM THE EMBLY.	CORRECTIVE ACTION-NO CORRE REMOVAL AND REABSENBLY OF

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

,	***	* * * * * * * * * * * * * * * * * * *		:				
SITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	_	FACTORY VES COLVIN NO 401-6-4-78	ND THE BASE OF THE ELECTRICA	FACTORY VES BENDIN NO 303-0038	. FAILURE WAS CONFIRMED AND D NOT SE DETERMINED DUE TO 1 VACUUM TUSE.	FACTORY YES	I WAS ZERO SECONDS, THE CALIBRATOR SHOULD OP SID NOT CONFIRM THE CPERATING TIME OF ZERO S THIS WAS CAUSED BY A LEARY BASE TO EMITTER THE TRANSISTOR FAILURE IS NOT KNOWN.	PACTORY YES BENDIX NO 1040628-107
VEHICLE DATE DIF		• 1018•	KING AROU	#160 #1014	FREGUENCY LUNE COUL	631014	ERO BECON CONFIRM AB CAUSED AMBISTOR	931014
DIF DATA BOURCE PART NUMBER		FAR 88-01107-63	IS TRANSDUCER TO BE LEA LITY.	内的第一司令的司司—— 社会社	THE EXACT CAUSE OF FAI AMALTSES.	F A R	IN OPERATION TING WAS I MILURE AMALYSIS GID NOT OPERATING TIME, THIS W IM, THE CAUSE OF THE TE	FAR 7-01666-668
TEST/REPORT NUMBER FALLED COMPONENT NAME	OM-THE CALIBRATION DOCUMENT MAB UPDATED.	CT-88-84-898-C PRESSURE TRANSDUCER	AK EXTERNAL, 60/C BTANDARDB LAB FOUND THIB TRANSDUCER TO BE LEAKING AROUND THE BASE OF THE ELECTRICA OM-ANALYBIS CANCELLED BY CENTAUR RELIABILITY.	LV-89-E4-4374-F CSCILLATOR ELECTRONIC TUBE	FAILURE MODE-ERRATIC OFERATION. THE CHANNEL 4 OSCILLATOR TRANSMITTED A RANDOM FREQUENCY, FAILURE MAS CONFIRMED AND TRIBUTED TO A DEFECTIVE VACUUM TUBE IN THE OSCILLATOR. THE EXACT CAUSE OF FAILURE COULD NOT BE DETERMINED DUE TO ADVERTENT DESTRUCTION OF THE VACUUM TUBE DURING FAILURE ANALYSES. CORRECTIVE ACTION—NO SPECIFIC CORRECTIVE ACTION MAS TAKEN DUE TO THE DESTRUCTION OF THE VACUUM TUBE.	A-09-E4-4225-F CALLBRATOR-TRANSIBTOR	FAILURE MODE-OUT OF TOLERANCE, THE CALIBRATOR FAILED WHEN OPERATION TING WAS ZERO SECONDS, THE CALIBRATOR SHOULD OP ERATE FROM 15 TO 35 SECONDS, ACCORDING TO 60° 350-405, FAILURE ANALYSIS DID NOT CONTRN THE GERATING TIME OF ZERO SECONDS, THE CALIBRATOR WAS FOUND TO HAVE A BLIGHTLY HIGH OPERATING TIME, THIS WAS CAUSED BY A LEAKY BASE TO EMITTER 6-5 TRANSISTOR, THE TRANSISTOR ALSO HAD A LOW CURRENT GAIN, THE CAUSE OF THE TRANSISTOR FAILURE IS NOT RWOWN.	CORRECTIVE ACTION-MOME. LEFAUNCHTATION-A/B LV-80-34-4231-F FAR 631814 FACTORY YES SCNDIX LEFAUNCHTAY SEY AND TRANSDUC OSCILLATOR POTENTIONETER 7-8184-863 16
87875 BUS - 848 FEB	CORRECTIVE ACTION-THE CALL	INSTRUMENTATION-A/B CT-88-24-288-C TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	FAILURE MODE-LEAR EXTERNAL L COMMECTOR. CORRECTIVE ACTION-AMALYBES	IMBTRUMENTATIOM-A/B TELEMETRY BET AND TRAMBOUC (FAILURE MODE-ERBATIC OFER ATRIBUTED TO A DEFECTIVE V MADVERTENT DESTRUCTION OF T CORRECTIVE ACTION-NO SPECI	IMBERUMENTATION-A/B TELEMETRY BET AND TRANBOUC CERB	FAILURE MODE-OUT OF TOLERA ERATE FROM 18 TO 38 SECOMDS ECOMDS. THE CALIBRATOR WAS 6-3 TRANSISTOR. THE TRANSIS	CORRECTIVE ACTION-MOME. INSTRUMENTATION-A/B TELENETRY SET AND TRANSDUC CERS.

SENERAL DYNAMICS CONVAIR BIVISION

DIFFICULTIES SEVIEW-INSTRUMENTATION SYSTEM AIRBORNE

BUB-STEM TEST/REPORT NUMBER SUB-STEM FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VENICLE 8	817E 71HE DIF	1 H 1 O	VENDOR HANE VENDOR PART NO	
R HAD NO EFFECT. FAILURE WAS CONFIRMED AND ATTRIBUTED TO A FAULTY SOLDER COMMECTION. CORRECTIVE ACTIOM-VENDOR WAS INFORMED OF FAILURE MODE AND REQUESTED TO REVIEW SOLDERING TECHNISUES.	AULTY SOLDER COMMEC	CON.	HHIBUE	ż		0
INSTRUMENTATION-A/B LY-55-53-4270-F TELEMETRY SET AND TRANSCUC CALIBRATOR ERS	7 A.R. 18 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	681014 FAC	FACTORY	\$ Q		1 6 6 5 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6
FAILURE WODE-OUT OF TOLERANCE, OPERATION TIME WAS ST SECONDS WHEN 13 TO SS SECONDS 13 ALLOWED, FAILURE COMFIRHED. ALIBRATOR DURING AMALYSIS FAILED TO WORK DUE TO LOW SAIN OF TRANSISTOR 84, 84 HAD EXCESSIVE LEARAGE (SASE TO ENITH)) RESULTING FROM SPIRE BEING APPLIED TO SY THE CALIBRATOR,	18 WHEN 18 TO 88 SECONDS 18 ALLOWED. FAILURE COMFIRHED. C TRANSISTON 84, 84 HAD EXCESSIVE LEAKAGE (BASE TO EHIIIER	MDS 18 ALLOW O EXCESSIVE	ED. FA. Leakaei	1.URE	CONFIRMED. C	
CORRECTIVE ACTION-DIODES (TYPE EMBID) WERE ADDED ACROSS BASE TO FMITTER OF MAXIMUM OF S VDC.		88 AND 84, LIMITING NEGATIVE SFIRES TO	¥ .	¥1143	E BPIKES TO A	
IMBTRUMENTATION-A/B LY-88-24-4413-F Telemetry set and Trahsduc Machetic Amplifier Erb	FAR 80-07800-017	SHOIR FAC	FACTORY	40	YES MICHO MACNETIC NO 18-101-4	***
FAILURE HODE-FAIL BURENG OPERATION. THE MAGNETIC AMPLIFIER DID NOT OPERATE AT TEMPERATURES BELLY 15 DEGRESS F.	DID NOT CPERATE AT	EMPERATURES	ELL!	30 \$1	CRESS F.	
CORRECTIVE ACTION-NOME, FAILURE NOT CONFIRMED, INSTRUMENTATION-A/B LV-AS-E4-4144-F TELEMETAT SET AND TRANSDUC AMPLIFIER ELECTRICAL CONNECTOR ERS	FAR ET-11864-3	283D FAC	FACTORY	1 0		11000
FAILUME MODE-ELECTRICAL OPEM, LEADING TO ERRATIC OPERATION, MAGNETIC AMPLIFIER ASSEMBLY FAILED DURING FIMAL FACTORY Checkout whem its output yaried mith temperature chambers, failure was compirmed and attributed to conhector pisso s Eing commected but not boldered in the circuit, thereby causins an open circuit with temperature chambers.	MAGNETIC AMPLIFIER ASSEMBLY FAILED DURING FI Allure was confirmed and attributed to connec Hins an open circuit with temperature changes.	ABBEMBLY FAIL AND ATTRIBU	LED 044 TED TO TURE CI	S CONTRACTOR	DURING FIMAL FACTORY TO CONNECTOR P3E39 B CMANGES.	
CORRECTIVE ACTION-HAMUFACTURING AND INSPECTION PERSONNEL WERE INFORMED OF THE FAILURE AND REGUESTED TO IMPROVE GUA ITY CONTROL OF THE UNIT.	RE INFORMED OF THE P	AILURE AND M	COUK BT	5	IMPROVE BUA	
		·				

SENERAL DYNAMICS CONVAIR DIVISION

18 JUN 1884

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORNE

STRICE SUB-STRICE	TEST/REPORT NUMBER FAILED CONFOMENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	SITE TIME DIF	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	MANE PART NO	
INSTRUMENTATION-A/B SF-AS-24-418A-F TELEMETAY SET AND TRANSDUC CHANGEOVER SWITCH ERS	THE REAL PROPERTY OF THE PROPE	TAR T-01788-3	1000	FACTORY	7E9 6DC		***
FAILURE MODE-CONTANIHATION. CURRED DURING THE INTERNAL BE MO FLO OF THE POWER CHANGEOVE METALING AT LOM TEMPERATURES. COPRECTIVE ACTION-MOME, NO 66	FAILURE WODE-CONTANINATION, THE TELEMETRY ACCESSORY PACKAGE, 27-11818-818, FAILED WHEN THE PREFLICHT CALIBRATION OC CURED DURING THE INTERNAL SEGUENCE, 17 SHOULD OCCUR ONLY DURING EXTERNAL SEGUENCE, FAILURE MAS CAUSED BY PINS PIE A MY PIO OF THE POWER CHANGECVER BUITCH MOTHARING CONTACT WHEN ACTIVATED, THIS WAS CAUSED SY GREASE ON THE CONTACTS CO MECALING AT LOW TEMPERATURES. COPRECTIVE AT LOW TEMPERATURES.	E7-11616-639, FAIL ING EXTERNAL BEGGEN ACTIVATED, THIS WAS ACTIVATED, THIS WAS	ED WHEN T	HE PREFLI	CHT CALIBRA USED BY PIN ON THE CONT	#10M OC # #10M	
INSTRUMENTATION-A/B A-99-24-4265-F TELCHETAT SET AND TRANSDUC BANDPASS FILTER ERS FAILURE MODE-OUT OF SPECIFICATION, THE USENCOMPATIBILITY BETWEEN EOF 350,411 AND TO	NIT FAILED TO MEET &	FAR 87-01885-1 3-CCIFICATION OF EOF	830.411; 830.411;	FACTORY THE FAIL	YES APPLIED COMPON NO ENTS ACISDSG-1 URE WAS DUE TO AN	2	0 0 0 0 0 0 0 0
CORRECTIVE ACTION—EOF 330.411 MAS CORRE INSTRUMENTATION—A/B BLY-89-84-4223 TELEMETRY SET AND TRANSOUG FILTER: MIRING ERS.	CTEG TO AGREE WITH TH	E SPECIFICATION CON FAR 69-01015-1	TROL DRAN	factory	7E.8		
FAILURE MODE-PFEM (ELECT), FOUR REACTORN D OPEN ELECTRICALLY, THE FAILURES WERE COFF THE WINDINGS, THE OPEN CIRCUIT MAS CAUSE WIRE, OF THE WIRE,	FAILURE MODE-OFEM (ELECT). FOUR REACTORY FAILED IN THEIR NEXT ASSEMBLY, THE FREDUENCY DETECTOR, WHEN THEY MERE FOUN POEM ELECTRICALLY. THE FAILURES WESE CONFIRMED. THEY WERE CAUSED BY OPEN CIRCUITS DETWEEN THE PINS AND THE WIRES O F THE WINDINGS, THE OFEW CIRCUIT WAS CAUSED BY INADERUATE APPLICATION OF HEAT AND SOLDERS, IMPROFER POSITIONING OF TH E WIRE, OR INFROMER CLEANING OF THE WIRE.	AUSED BY OPEH CIRCLICATION OF HEAT AN	BUENCY DE 119 DETWE D BOLDER,	TECTOR, M EM THE F1	HEN THEY ME. NS AND THE ! POSITIONEM	AE FOUN	
CORRECTIVE ACTION-FACTORY ED.	COPRECTIVE ACTION-FACTORY PERSONNEL CONCERNED WERE SENT TO SDC SOLDERIMS SCHOOL. TIGHTER CONTROLS ARE SEINS EXERCIS D.	DC SOLDERIMS SCHOOL	. TICHTER	CONTROL	ARC 861H6	EXERC18	
INSTRUMENTATION-A/B LV-AS-24-4217-F Telemetry set amo transduc pressure transducer ers	LV-AS-24-4217-F PRESSURE TRANSOUCER	7-5 7-01780-9	1880	FACTORY	MG 78811-0-55-758	-55-732	
FAILURE MOR-CONTAMINATION	FAILURE MODE-COMTÀMINATION, MO CUIPUT, FAILURE CAUSED SY FISERS OR POTTING COMPOUND LODGING BETWEEN MIPER AND MAMOR L.	ERE OR POTTING COMP	907 ONFO	ING BETWE	EN WIPER AN	MANOR	

SENERAL DYMANICS CONVAIR BIVISION

18 10H 1868

DIFFICULTIFS REVIEW-INSTRUMENTATION SYSTEM ALABORNE

,		_		_		_			
			The state of the s	002034		******			
VEHICLE BITE PRI VEHOR MANE	1. LAST OF THESE UNITS RECEIVED IN H	INSTRUMENTATION-A/S LI-88-24-4242-F FAR FAR FAR FAR FAR FAR FAR FAR FACTORY YES BENOIX TELEMETRY SET AND TRANSDUC OSCILLATOR/TUBE FAR	LLATOR TUBE) CHARACTERIBILES. URIT WITHIN WHICH THIS OSCILLATOR IS INSTALLED HAS SINCE BEEN WAIVERED FROM FAILURE ANALYSI	BS1011 FACTORY YES APPLIED COMPON NO ENTS ACISOSOFT	OLERAMCE, UNIT WAS RESECTED WHEN OUTPUT WAS LOW. FAILURE WAS CONFIRMED AND ATTRIBUTE TO A CHAM- SES RESOMANT CAPACITOR AND/OR A CHAMGE IN INDUCTOR VALUE. LIED COMPOMENTS HAS INDICATED, THAT APTER 3 JUNE 1983 ALL UNITS WILL BE TEMPERATURE CYCLED TO		LEMETRY SET AND TRANSCUC KLECTRICAL FILTER 4 CL = 3030-7 FAILURE MODE-OFEN (ELECT), SANOPASS FILTER FAILED WHEN CUTPUT WAS INTERNITTENT, FAILURE WAS CONFIRMED AND DUE TO AN ONEN CIRCUIT OF THE SENIES-RESONANT INDUC'OR LEAD AS A RESULT OF PRESSURES ON THE CASE DURING MANDLING, TESTING, OR ANDALLATION IN THE LIMITER FILTER,	NUMBER WILL BE ENCLOSED IN A METAL.	NO IFICATION KIMIMU
DAY DATA BOUNCE PART NUMBER	IES AND PRACTICES ON 20 MAR 63. LAST	FAR 7-01864-868 ATERHITTENTEY AT POMER	.8. ILLATOR IB IMBTALLED MAS SIMCE	FAR E7-G1898-7	TEM OUTPUT WAS LOW. FAILURE MA A CHANGE IN INDUCTOR VALUE. THAT AFTER 1 JUNE 1983 ALL I	INTING A CHANGE WILL NOT BE ACC	ET-DIESS-T MEN OUTPUT WAS INTERNITTENT. IS A RESULT OF PRESSURES ON IT	CORRECTIVE ACTION-VENDOR HAS INDICATED ALL FUTURE BANDRASS FILTERS OF THIS FART NUMBER WILL BE ENCLOSED IN CONTAINER, THIS WILL PREVENT DANAGE TO INTERNAL PRESSURE. MATRIMENTATION-AAS SP-88-84-8179-7	ID AM OUTPUT OF 4.8 WATTE. THE
TEAT/REPORT NUMBER FAILED COMPONENT NAME	CORRECTIVE ACTION-VENDOR IMPROVED CLEANING PACILITIES AND PRACTICES	LT-89-24-4248-F UC OSCILLATOR/TUSE MG OFERATION, OSCILLATOR OPEN	CILLATOR TUBE) CHARACTERIBITIC LUCIT WITHIN MAICH THIS OBCI	LV-89-24-4233F UC BANDFASS FILTER/CAPACITOR	OLERANCE, UNIT WAS REJECTED WHEN OUTPUT WAS LOW. FAILURE JES RESONANT CAPACITOR AND/OR A CHANGE IN INDUCTOR VALUE. LIED TOMPONENTS HAS INDICATED, THAT AFTER I JUNE 1983 ALL	MAE VALUES. THOSE UNITS DISPLATING A CHANGE.	OUC KLECTRICAL FILTER ECT). BANGPABS FILTER FALLED W ENIZE-RESONANT INDUCTOR LEAD A INITER FILTER.	OR HAS INDICATED ALL FUTURE BETTER FART BARAGE TO INTERNAL PART BARBER	UC AMPLIFIER. ICIPICATION. THE AMPLIFIER HA
STSTEN SUB-STSTEN	CORRECTIVE ACTION-VENDO AT 62.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS -FAFEUME-WOOE-FAIL DUELES	MED BY CHANGE OF V2 (OBC. CORRECTIVE ACTION-MONE. B.	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUCERS	FAILURE MODE-OUT OF TOL	IASTRUMENTATION-A/B	TELEMETRY BET AND TRANSOUC ELECTRICAL ERS FAILURE MODE-OPEN (ELECT), BANDPASS OVEN CIRCUIT OF THE SENIES-RESONANT INSTALLATION IN THE LIMITER FILTER.	COMMECTIVE ACTION-VENDO CONTAINER, THIS MILL PRE INSTRUMENTATION-A/B	3 6

GENERAL L. MANICE CONVAIR DIVISION

**** ***

CONVAIR DIVIBION

		DIFFICULTING BESTELLINGSTRUNGSTATION STRINGS ALIBERALD	UMENTATION BYBTEN'A	IMBORNE				
3	8787EH 808-8787EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIT DATA SOURCE PART NUMBER	VEHICLE DATE DIF	#17E	# 5 # 5	VENDOR MANE	
. THE FAILURE WAS HE. THE EOF CALLS E REJECTION OF THE	. THE FAILURE WAS NOT CONFIRM HE. THE EOF CALLS FOR THE TEST E REJECTION OF THE AMELETER.	ID. IT WAS LEARNED DURING TO BE HADE WITH NO EXTER	ANALYSIS THAT AN EXTERNAL LOAD WAS USED SURING HAL LOAD ON THE ANFLIFIER. IMPROPER TESTING MEING	L LOAD MAB	USED DU R TESTIN	3 3	ORIGINAL TESTA HODS CAUSED TH	
COURCTIVE B OCTOBER 1	CCRRECTIVE ACTION-FAILURE OCTOBER 1963 REGUESTING	NOT CONFIRMED. AN AVOID VERBAL FEBTING PERSONNEL BE CAUTION,D I	ORDER FORM WAS SENT TO TESTING DEPARTMENT SUPERVISION ON O FOLLOW CORRECT PROCEDURES.	O TESTING EDURES.	D.C.P.A.R. TONG!		ERVISION ON E	
SNATHUMENTATION-AZITELEMETRY BET AND	TION-A/B ET AND TRANSOUC	LV-BI-E4-425B-F COMMUTATORYCONNECTOM	FAR 87-01891-1		F.CTORY	3 9	VES MENGIX NO 1057RBB	S 0 1 0 0 0
FATLURE MOE-CONT MAS CONFIRMED, CA	ODE-CONTANIMATIC RNED, CAUSE BY C	FAILURE WOCE-CONTABILISM, UNIT WAS REPORTED TO HAVE THE A BECTION ODD AND EVEN SEGMENTS SHORTED TOSETHER, PAILURE WAS CONFIRMED, CAUSE BY CONTABINATION IN THE IMPUT CONNECTOR.	BECTION ODD AND EVE	EN BEGHENT.	8 SHORTEL	, p	ITHER, PAILWRE	
CORRECTIVE ACTION AL CONNECTORS TO E		HECHNICIANS AND INSPECTORS WERE INFORMED TO BE MOME CAREFUL IN COMMECTING AND INSPECTING ELECTRIC.	TO BE HORE CAREFUL.	IN COMECT	ING AND	3.00	CTING ELECTRIC	
INSTRUMENTATION-A/I TELEMETRY BET AND ERB	TION-A/B ET AND TRANSOUC	INSTRUMENTATION-A/S FAR-LV-A0-E4-4EES. Telemetry bet and transduc fressure transfucer erb	FAR 67-81800-018	1990	FA: TORY	120	BERVONIC L-64	******
FAILURE MODE-OUT AB BEING TOO HIGH	ODE-OUT OF EXPEC	OF EXPECTED TEST VALUE. THE TRANSDUCER (MEASUREMENT F118F) FAILED WHEN OUIFUT WOLTAGE WAS REPORTED.	ABUMENENT PRIGED FA	11E0 MCH	w Turrur w	OL TAGE	E WAS REPORTED	
CORRECTIVE ACTION	- 1004.	FAILURE MAS NOT COMFIRMED.						***************************************
INSTRUMENTATION-A/B TELEMETRY SET AND Y ERB	FION-A/B ET AND YRANSDUC	SP-AP-E4-AEIR-F RAMBOUC PRESSURE TRANSOUCER	FAR 7-01783-11	1990	FACTORY	2 0	#OURN# 4#014-0-50-75#	4
FAILURE MODE-OUT PERCENT ERROR MAS ON OF THE TRANSDUC	DOE-OUT OF SPECE FOR MAS FOUND BU	OF SPECIFICATION, OUTPUT MEASURED AS PERCENT IBM WHEN BO PERCENT IBM IS EXIECTED. POLOND DURING TESTING WHEN PLUS OR KINUS 1.0 PERCENT IS ALLOWED. PAILURE CALSED BY IER.	43 PERCENT IBW MHE4 30 PERCENT IBW IS EXIECTED. A POSITIVE 13.3 Kinus 1.0 percent is allowed. Pailure cambed by overpressurizati	ENT 184 18 0. FAILURE	EN ECTEL	₹ 0	A POSITIVE 13.8 OVERPRESSURIZATE	
CORRECTIVE	C ACTION-PROCEDU	COMMECTIVE ACTION-PROCEDURES AND METHODS REVIEWED FOR ANDISULTY ON POSSIBLE MISINTERPRETATION. BUT WOME WERE FOUND.	DATE OF POSSIBLE NI	BINTERPRET	A110M. B	72 OF 1	HE WERE FOUND.	
							9920	

SENERAL DYMANICS CONVAIR BIVISION

15 JUN 1966

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

TO PEAR OUTSITE AND TESTING. REPORTED FAILURE NOT CONFIRMED. HOURY STREET AND SHADING PAILURE NOT CONFIRMED. HOURY STREET AND SHADING PAILURE NOT CONFIRMED. HOURY STREET AND SHADING PAILURE NOT CONFIRMED. HOURY STREET S		PART NUMBER	DATE 01.	DATE OF TIME OF	± :	OTH VENDOR PART NO	27.03.0
		783-13	6 8 1 0 1 0	FACTORY	•	9 9	4
SP-1 VOLTS MHEN 3.55V P.P MAS APECIFIED. FAILURE VERI T THE EXACT CAUSE OF FAILURE COULD NOT BE DETERM! S-3 S-3 SASISIS FATORY YES SH-3 SASISIS PACTORY YES SH-3 SASISIS PACTORY YES SH-3 SASISIS PACTORY YES NO SH-3 SH-3 SASISIS FOUND NOT BE CONFIRMED.	IT INDICATED AN OPEN CONDITION INROUGHING ANALYSIS. IT IS CONCLUDED THE UNIT A SCHEW MAS LOOSENED DURING VIBRATION	HOUT TESTING. F IT WAS VISRATION I CAUSING UNIT	EFORTED 1 SENSITS TO FAIL.	FASLURE W VE PRIOR	5 S	HFIRMED, HOWEY BRATION TESTIN	
THE EXACT CAUSE OF FAILURE COULD NOT BE DETERMENT THE EXACT CAUSE OF FAILURE COULD NOT BE DETERMENT THE EXACT CAUSES WERE INTERMITTENTLY MISSIMA. EN CALIBRATE PULSES WERE INTERMITTENTLY MISSIMA. 8 8.003 VDC. PAILURE COULD NOT BE CONFIRMED.	VENDOR NO LONGER MAKING THIS TRANSDUCER.						
VOLTS WHEN 3.55V P.P MAS AFECIFIED. FAILURE VERS THE EXACT CAUSE OF FAILURE COULD NOT BE DETERME 8-3 6-31010 FACTORY YES 631010 FACTORY YES 82-8 8 8.001 VDC. PAILURE COULD NOT BE COMFIRMED.	FAR A-99-84-4837-F DEWODULATOR/TRANSFORMER 87-1.	1-386-1	010169	FACTORY			
	FAILURE MODE-FLECTRICAL SHORT, PEAK TO PEAK OUTPUT VOLTAGE MAS 1 TED. CAUSED 2" A BUNNED AND SHORTED PORTION OF THE PRIMARY OF T-	1.9 VOLTS MHEN -3.	3.13V P.P	NAS SPEC	3	. FAILURE VERI	
INTERMITTENTLY MISSING. TOMY YES NOT BE COMPARIED.	GE OF BURNED AREA WAS BO EXTENSIVE T	THAT THE EXACT	CAUSE OF	PAILURE O	o Fr	NOT BE DETERME	
INTERMITTENTLY MISSIMG.		1-22	631010	FACTORY	ž 3		t • • •
TORY YES NO NO BE CONTIRNED.	4. THE IN-FLIGHT CALIBRATOR FAILED TINE K-4 RELAY.	value Calimbath	* 01.858	ACRE INTE	11111	CHILL MISSING.	
FIFTED 9.006 VDC. MAK, DRIFT ALLOWED 18 8.001 VDC. FAILURE COULD NOT BE COMFIRMED. Hees could meither be durlicated Nor Evidence of Failure Found.	CONVERTER	#-###C	481010	FACTORY	28		!
HEES COULD MEITHER BE DUFLICATED NOR EVIDENCE OF FAILURE FOUND.	IPTED D.DO& YDC. MAK. DRIFT ALLCAND	0 18 6.001 VDC.	FAILURE	CONTR NO.	¥	CONFIRMED.	
	URES COULD MEITHER BE DUFLICATED NO	A EVIDENCE OF	AILURE FO	ouno.		A PARTICIPATION OF THE PARTICI	

SENERAL BYNAMICS CONVAIR DIVISION

#00 K:0 81	DIFFICULTIES REVIEW-INSTRUMENTATION SVETEW-AIRBORNE	ITRUMENTATION SYSTEM'A	IRBORNE				
8797EN 808-8797EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME OIF	BITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	ž Ž	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	INSTRUMENTATION-A/B A-99-24-4239-F TELEMETAT SET AND TRANSDUC TRANSDUCER: INSTRUMENTATION ERS	7.01.78G-8	01010	PACTORY	YES BOURNS HO TESSI-D-BS-758		
FAILURE MODE-OUT OF TOLER RMED AMD NO SUPPOSITION OF	TOLERAHCE, TRANSDUCER INDICATED A MERATIVE STATIC ION OF THE CAUSE OF THE HEPORTED FAILURE MAB MADE,	A MERATIVE STATIC ERROR OF FAILURE MADE.	-1.78 PCR	ICENT. FAI	"1,72 PERCENT, FAILURE MAB NOT CONFI	1	
CORRECTIVE ACTION-NOME, F	FAILURE NON CONFIRMED.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	LV-89-24-4251-F O&CILLATOR	FAR 7-01664-851	01016	FACTORY	YES SENDIX NO TOE43		*****
FILLER MODE-FAIL DURING ET ITBELF AND 0.D NOT RECL	UMING OPERATION. PAIT HAD AS OUTFUT, FAILURE WAS CONFIRMED. DURING AMALYSIS FAILURE MODE CORRECT It recurr, no evidence could be found as to the probable cause.	FAILURE WAS CONFIRMED. AB TO THE PROBABLE CAL	, DURING AN	ALYBIB FL	NILLURE MODE COR	RECT	
CORRECTIVE ACTION-HOME. F	COMPECTIVE ACTION-NOME. FAILURE DISAPPEARED AND COULD NOT BE CONFIRMED.	T BE CONFIRMED.					
INCITATION TAINSOUCE TENTO TENTOUCE	88-49-24-4176-F RELAY	7 A 7 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1990 63100T	FACTORY	7EB 50/C NO		•
ALLURE MODG-OUT OF TOLER O-EDTHAT THREE JUMPER WIRE	TOLERANCE, ABSEMBLY HAD HO CONTINUITY BETNEEN FIND O AND F WITH THE COIL ENERGIZED. ANALTSIB SH A wires in the Relat Were missing, helat Type 88-73900-168.	V BETHERN FINS DAND I LAY TYPE SS-YUSDO-1899.	F W17H THE	COIL ENE	EGIZED. AMALTBI		
CORRECTIVE ACTION-PLANNING P. E.AY ASSEMBLY BEFORE POTTING.	HG PAPER 27-11673-1, BOS, WAB HELEABED, CALLÍNG FOR AM ADDITIONAL ELECTRICAL CHECK OF THE Ing.	LEABED. CALLIMS FOR A	4 ABOLTIONA	ור ברבכנשו	ICAL CHECK OF 1	π π	
TESTRUMENTATION-A/B TELEMETRY BET AND TRANSOUCERS	88-89-24-4204-F Filter-Transformer	FAR 27-12406-3	***************************************	FACTORY	768 60C		
TAILURE MODE-ELECTRICAL O ILLIMOLTB AC ARE SPECIFIED EFIRENCE, CAUSING THE FAIL 110M OF WATABES, THE MISH	FAILURE MODE-ELECTRICAL OWEM. THE LIMITER FILTER OUTPUT COULD NOT BE ADJUSTED ABOVE 4.5 MILLIVOLTS AC: WHEREAS 20TH ILLIVOLTS AC ARE SPECIFIED. AN OPEN CIRCUIT IN THE SECONDARY WINDING OF TRANSFORMER T-1 RESULTED. IN LOSS OF GROUND REFIELD CAUSING THE FAILURE. THE TRANSFORMER COULD HAVE FAILED AS A RESULT OFMANUFACTURING DEFECT OR BY MISAPPLICA ISON OF WASTAGES. THE MISHIRING OF CAFACITOR G-S APPARENTLY HAD NO EFFECT ON THE FAILURE. NA RT-18380.	COULD NOT BE ADJUSTED ARY WINDING OF TRANSFY FAILED AS A RESULT OF LY NAD NO EFFECT ON TI	ABOVE 4.5 DRMER T-1 I PMANUFACTUR AE PAILURE.	MILLIVOL MEBULTED TING DEFE	TS AC. MHEREAS LE LOSS OF GROIT LT OR BY HISAPP HESSO.	20 M M M M M M M M M M M M M M M M M M M	
CORRECTIVE ACTION-IN AN E	AM EFFORT TO PREVENT SIMILAR WIRING DISCREPANCIES: FACTORY PERSONNEY, WERE MOTIFIED OF THE PAIL	DISCREPANCIES, FACTON	INNOSWIA AL	*	OTTFIED OF THE	1 2	
					PASE	PAGE DEFO	

SEMERAL DYNAHICS CONVAIR DIVISION

5961 NOT 11

DIFFICULTIES REYIGN-INSTRUMENTATION SYSTEM"AIRSORNE

*					
,		0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			9 9 9 8
DIF DATA BOURCE VEHICLE BITE PRI VENDOR HAME PART NO PART NO		FAR 631007 FACTORY VES GDC EXEMETAL SET AND TRANSDUC CONVERTER-CAPACITOR RI- 1 SILU E MODE-CONTAMINATION, THE AC-DC CONVERTER WAS REMOVED FROM THE TOP PACKAGE AFTER CAPACITOR C-1 ALLEGEDLY SURM I J OUT. THE C-1 FAILURE HAS MOT CONFIRMED, MOMEVER, THE C-8 CAPACITOR MAT WEING BHORTED-OUT BY A SRAY PASTY SUBSTANCE.	TION ALSO PARTIALLY SHORTED THE TERNINALS OF TRANSISTON W-S. EN-335. THE SOURCE OF THE CONTAMINATIO -SHOP AND INSPECTION PERSONNEL WERE CAUTIONED TO TAKE EXTREME CARE TO BAFEGUARD AGAINST CONTAMINAT : KAEES.	1990 FACTORY YES SERVONIC 1935 631006 NO L-64 NO L-64 SHIPTED THE U-PSID OF THE WIPER IN A POSITIVE D SHIPTED THE CAUSE OF FAILURE AND ACTION BE TAKEN TO THE CAUSE OF FAILURE AND ACTION BE TAKEN TO THE THIL .RANSDUCER STOCK FOR CONTAMINATED UNIT	### ##################################
DIF DAT		FAR 87-18838-3 OVED FROM THE T	LB OF TRANSIBL	FAR ER 87-8380G-033 REAG 79 PERCENT O BELLOMS AND SHIF 435UCER CASE.	FAR T-01488-8ET T-01488-8ET FAILURE AMALYS NOW LINEAR VAR
TESTARFORT HUMBER FAILED COMPONENT NAME		SP-99-24-4196-F COMVERTER-CAPACITOR ON. THE AC-DC COMVERTER WAS REMO AS NOT COMFIRED, HOMCVER; THE C	O PARTIALLY BHORTED THE TERMINAL IN INGPECTION PERBONNEL WERE CAL	ELEMETRY SET AND TRANSDUC DIFFERENTIAL PRESSURE TRANSDUCER ST-93900-033 RELEMETRY SET AND TRANSDUC DIFFERENTIAL PRESSURE TRANSDUCER ST-93900-033 RELEMETRY SET AND TRANSDUC DIFFERENTIAL PRESSURE TRANSDUCER ST-93900-033 RELEMETRY SET AND TRANSDUCER FAILED WHEN IT READ TO PERCENT CATION AT THE LOW PORT CAUSED PERMANENT DISTORTION OF THE SELLOWS AND SHIFTERTION. WETAL PARTICLES WERE ALSO FOUND INSIDE THE TRANSDUCER CASE. CORRECTIVE ACTION-RECOMMENDED 50/C APPROPRIATE PERSONNEL SE INFORMED OF PRECLUDE RECURIENCE. ALSO RECOMMENDED CONSIDERATION SE GIVEN TO PURGING	LY-89-E4-4230F RAMSDUC OSCILLATOR/TUBE-ELECTRONIC TIC OFERATIOM, OSCILLATOR DISPLAYED A N E VI OSCILLATOR TUBE MAS DAMAGED DIMING IAB DAMAGE AND THE MOST LINELY CAUSE WASMOME.
A3T474 - Gue	LAL AND ITS CAUSE.	IN TRUMENTATION-A/B TELENETRY BET AND TRANSDUC ER: TAILU & NOG-CONTANINATIO E J CUT. THE C-S FAILURE M	E. THIS CONTANINATION ALS B MAB ROT FOUND. CORRECTIVE ACTION—SHOP A 236 ELECTRONIC PACKAGES.	THE TRUMENTE TOWN A SET THE TRANSOUCERD. FULUME NODE-STRUCTURAL. ATION AT THE LOW PORT CAURE RECTION. METAL PARTICLES CORRECTIVE ACTION-RECOMM PRECLUDE RECURIENCE. ALM	1 HU TRUNENTATION-A/B TELINETRY BET AND TRANSDUC EPP FALLURE MODE-ERRATIC OFEI C, USE UNKNOWN BINCE YE OSE R TUSE BEFORE IT MAS DANAC CORRECTIVE ACTION-HOME.

	DIFFICULTIES ARVIES-IXSTRUMENTATION STRITES AINBORNE	UMENTATION STATEM"A	I RBOANE				
BUS-STEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE Date DIF	BITE TIME DIF	# 0 # 1 # 1	VEHICLE BITE PRI VEHDOR PART NO DATE DIF TIME DIF OTH VEHDOR PART NO	·····
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSCUC	LY-AB-84-4214-F PRESSURE TRANSDUCER	FAR 7-01780-8	1990	FACTORY	4 E	BOURNS 78551-0-38-758	
FAILURE WORE-OUT OF TOLER 6H THE WIPER OCCURRED. THE	FAILURE MODE-OUT OF TOLERANCE, MO OUTPUT INDICATED. REPORTED FAILURE MOT CONFIRMED HOMEVER INTERMITTENT OPENS THROU 6H THE WIPER OCCURRED. THESE WERE APPARENTLY CAUSED BY OUT OF TOLERANCE CLEARANCES IN VIBRATION DAMPING MECHANISM.	O FAILURE NOT CONFII F TOLERANCE CLEARAN	CER IN VIE	er interi Ration di	11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NT OPENS THROUG WECHANISM.	
CORRECTIVE ACTION-WOME. T	THIS TRANSDUCER NO LONGER BEING MANUFACTURED.	UFACTURED.					
THSTRUMENTATION-A/B FELEMETRY SET AND TRANSOUC EAS	LV-A9-E4-4213-F PAESSURE TAANSOUCER	FAR 7-01720-5	1990	FACTORY	4 of	BOURNS 75511-0-55-751	6 5 1 3 6 6
FAILURE MODE-FAIL DURING IFTOFF MAS EVIDENT WHEN YE	DIRING OPERATION, UNIT MAS REPORTED TO MAYE NO OUTPUT, FAILURE NOT CONFIRMED, HOMEYER MIPER ARM L. When Yibrated at 100 CPS and 10 GB.	WE NO CUIPUT, FAILU	RE NOT CO	FIRMED.	HOME	ER AIPER ARE L	
CORRECTIVE ACTION-VENDOR TIES OF THE TRANSDUCERS.	CORRECTIVE ACTION-VENDOR WAS REAUESTED TO REVIEW CONSTRUCTION TECHNIQUES AND TO IMPROVE THE VIBRATION DAMPING AUALL	ON TECHNIQUES AND T	O IMPROVE	THE VIOR.	4710	DANFING GUALI	
INSTRUMENTATION-A/9 TELEMETRY SET AND TRANSOUC	LV-99-21-4272-C Liniter Filter Absembly	FA8 27-12267-1	*00 \$ C	FACTORY	4 Q	3/09	
FAILURE MODE-OUT OF TOLER MIT WAS RECEIVED FOR AMALY	TOLERANCE. THE FL-E FILTER COMPONENT WAS REPORTED OUT OF TOLERANCL. FAR WAS CANCELLEG DECAUSE U ANALYSIS MISSING THE FL-E FILTER.	B REPORTED OUT OF T	OLERANCE.	FAR WAS	CANCE	LLEG AECAUSE U	
CORRECTIVE ACTION-MONE.			,	and despressions of the second			
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	4-88-24-4027-F Comultator-Hotor	FAR	431008		# C	WES DENOIX NO 1096488-68	
FAILURE MODE-COMTAMINATIONED. MED. MAND TURNING OF THE G	FAILURE HODE-COMTAMINATION, 30 RFS COMMUTATON WAS OBSERVED TO BE INTERHITTANT, FAILURE COULD NOT BE DIRECTLY CONFIR New Hand Turning of the gear train Disc.Obed a blight binding eppect, planetary gears nere cleaned. Binding eppect Hem Disappeared.	TO BE INTERHITTANT. No EPPECT, PLANGTAR	FAILURE (Y GEARB W	OULD NOT		DIRECTLY CONFIR	
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR INFORMED OF PROBLEM AND REGUESTED APPROPRIATE CORRECTIVE ACTION BE TAKEN.	APPROPRIATE CORRECT	IVE ACTION	BE TAKE	ż		
	nite oranisate comparation and the comparation of t						

PA6" 0278

GENERAL DYNAMICS CONVAIR DIVISION

18 1UN 1968

15 JUN 1968	DIFFICULTIES REVIEW-IMSTRUMENTATION SYSTEM-AIRBOANE	RUNENTATION BYBIEN'A	RBORNE		l		-
STREM SUB-STREM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	N N N	BITE PRE VENDOR MANE TIME DIF OTH VENDOR PART NO	~~~~
INSTRUMENTATION-A/B TELEMETRY BLT AND TRANSDUC ERB	LV-60-E4-42E1-F POMER BUFFLY-CAPACITOR	# - secons - to	200149	FACTORY	1 ON	TES BENGIX NO 1048/73-5-A	****
FAILUR, MODE-OUT OF TOLER EXPECTED, AN BU-MILLIVOL AB CAUSED BY CAPACITORS C E 108-YOLT FOMER BUPPLY C	FAILURA, WODE-OUT OF TOLERANCE, THE POMER SUPPLY CALIBRATOR INPUT WAS D.O TO -0.02 VOLT DC WHEREAS -0.260 VOLT DC WA 8 expected, an 80-willivolt rms signal mas ogserved across sesistor R-114, a 10-cmm reference resistor. The Failure Was caused by capacitors c-110 and c-111 seing incorrectly installed in the circuit, resulting in crosscoupling of t He 108-yolt power supply circuit into the 279-volt circuit.	INFUT WAS D.D TO -D RESECTOR R-114: A 10 INSTALLED IN THE CIR	OZ VOLT DI CHM MEFERI ULT, MEBU	C WHEREAL	E FOR.	EG VOLT DE WA THE FAILURE COUPLINE OF T	
ACTION-BEHOLX	CORRECTIVE ACTION-GENDIX CHANGED TEST PROCEDURE BPS-ADT-ED2D, TO REQUIRE RIPPLE MEASUREMENTS ON ALL CUIPUT VOLTAGES	IED. TO RESULRE RIPPLI	: MEABUREM!	ENTS OF	ור מ	TPUT VOLTAGES	
INSTRUMENTATION-A/B TELCHETAY BET AMD TAAMBOUC ERB	LV-80-24-4255 Transducer, Instrucentation	7 A B B B B B B B B B B B B B B B B B B	224D \$31003	K	7£8 B	YES BOURNS NO. 4-380-MA-100	1100
FAILURE MODE-OUT OF TOLERANCE T OF JUNE 18, 1963 SHOWED THE THAT TIME, AMALERS COMPTRMED	FAILURE MONE-OUT OF TOLERANCE. TRANSDUCER WAS MON-LIMEAR AT THE LOH END OF THE SCALE, THE CRIGINAL CALIBRATICM SHEE T OF JUNE 18, 1863 SHOWED THE TRANSDUCER OUTSIDE OF STATIC-ERROR-BAND OF FAILURE HAD SHOULD HAVE BEEN REJECTED AT THAT TIME, AMALTRIS COMPIRHED THE PRESENT FAILURE, HOMEYER, CAUSE OF FAILURE MAS MOT DETERMINED.	IT THE LONEND OF THE ERROR-BAND REBUIREMEN . LAUSE OF FAILURE WA	SCALE. THI 418 AND SIM 9 NOT DETEL	CRIGIHA OULO HAVE PHINED.	I BEEN	REJECTED AT	
CORRECTIVE ACTION-RECOMME	CORRECTIVE ACTION-RECOMMENDED PERSONNEL INVOLVED WITH CALLBRATION OF PRESSURE TRANSBUKERS SE INFORMED OF REJECTION	BRATION OF PRESSURE	FANNSDUCER	9E 1NF	OS MCD	OF REJECTION	
INSTRUMENTATION-A/B TCLEMETRY SET AND TRAMSOUC ERS	89-99-24-4163- Oucillator-Potentiometer	7AR 7-01684-853	631003	FACTORY	8 0 M	YES BENDIX No 1040639-3-7	402.504
E-FAIL BURING IVED FOR FAILUR WITHIN SPECIF	FAILURE WODE-FAIL BURING OFERATION. THE OBCILLATOR FAILED WHEN CHANNEL-5 HAD NO OUTPUT. THE OSCILLATOR HAD IN OUTPUT I HAVE RECLIVED FOR FAILURE AMALYBIS. DUE TO THE POTENTIONETER BEINS SET FOR NO OUTPUT. HOWEVER, OUTPUT COULD EASILY BE ADJUSTED WITHIN SPECIFICATION REQUIREMENTS BY ADJUSTING THE POTENTIONETER ACCORDING TO THE EOP.	WHEN CHANNEL-S HAD IN IKEN BEINS SET FOR NO THE POTENTIONETER A	OUTPUT. H	THE OSCILL HOWEVER, OU TO THE EOP.	LLA TOR SUTPUT	HAD IN OUTPU COULD EABLY	
CORRECTIVE ACTION-NO CORR	CORRECTIVE ACTION TAKEN.						
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC. ERB	8P-89-21-4190-F OBCILLATOR	7AR 7-01664-658	#2100B	FACTORY	4 9	TES BENDIS NO 1040658-6-T	•
K-FAIL DURING	FAILURE MODE-FAIL DURING OPERATION, THERE MAB NO CUIPUT PROM CHANNEL & OSCILLATOR.	OM CHANNEL & OSCILLA'	.08.				
	ectoring the experience and the experience of experience and the first of the experience of the experi	eringin kangan daga di pengumban yang dagan d				FASE ORTS	

SENERAL DYNAMICS CONVAIR DIVISION

11 1UN 1188

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRSORME

ATATEM SUE-ATATEM	TEST/REPORT MUMBER FAILED COMPONENT NAME	DIF DATA BOURCE FART TUNBER	VEHICLE SITE DATE DIF TIME DIF	E PRI VENDOR NAME DIF OTH VENDOR PART NO	1 NO
CORRECTIVE ACTION-WONE, F	FAILURE NOT CONFIRMED.	makengangangangangan dan pendaman			***************************************
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	A-98-E4-417E-F PRESSURE TRANSDUCER	7A.K R7-01500-05	STEDOR FACTORY	MY YES BERVONICS NO H-172-4	***************************************
FAILURE MODE-BIRUCTURAL. A WHERE THE BOURDON TUBE I	FASLUME MODE-PTRUCTUMAL, STATIC ERROM BAND MAS REPORTED TO SE "4.58 PCT. FAILUME COMFIRMED, CAUSE" CRACK IN THE ARE A MHERE THE BOURDON TUBE IS BRAIED TO THE TRANSDUCER BASE.	BE -4.88 PCT. FAILU	LE COMFINED. C	AUSE- CRACK IN THE	u e e
CORRECTIVE ACTION-VENDOR ALIZED. THE M-17E SERIÉS M TORBUE FROM THIS AREA.	I-VENDOR HOM USING A FLUX COATED BILVER BRAZING ALLOV AND FEELB CONSINE-FOLE IMPROVENENT MILL BE RE Series were also redesigned to pree the brazed area from the external palsbure fitting eliminating Area.	AZING ALLOV AND FEELI RAZED AREA FROM THE L	COMBIDENDE	ALLOY AND FEELB CONSIDF. POLE IMPROVENENT MILL BE RE Area from The External palsburg Fitting Eliminating	# Z = 2 = 2 = 2 = 2 = 2 = 2 = 2 = 2 = 2 =
INSTRUMENTATION-A/B TELEMETRY BET DNO TRANSOUC ERB	A-99-E4-1315-P COMMUTATOR MOTOR	FAR	\$3100Z FACTORY	NY YES BENDIX NO 1094485	****
FAILURE WODE-CONTAMINATIO * F.A.R. FAILURES WERE COM MERE CLEANED AND GOVERNOR	AMINATIOM. RPEED VARIATIONS WERE OBJERVED DURING VIBRATION TESTING, E UNITS WERE CHECKED UNDER THI WERE CONTACTS. AFTER MOTORS AND PITTED GOVERNOR CONTACTS. AFTER MOTORS ACVERNOR COMTACTS AFTER MOTORS ACVERNOR COMTACTS BURNISHED. SPEED VARIATIONS WERE WITHIN TOLERANCE.	NS WERE CRIERYED DURING YIBRATION TEATING, E UNITS WERE CHECKED INDER THI Carbow dust aronnd annatures and pitted covernor contacts. After motors D. Speed variations were within tolerance.	ITING, E UNITS TED COVERNOR C IANCE,	WERE CHECKED HADE! Ontacts, After MO:	7 HI
CORRECTIVE ACTION-RAR LY-	-RAR LY-99-24-3104 WAS WRITTEN REQUESTING REPLACENENT OF HEAVYWEIGHT COMMUTATORS WITH A LIGHTWEIGH	REPLACEMENT OF HEAV	PELENT COMMUTA	TORS WITH A LIGHT!	E16H
INSTRUMENTATION-A/S TELEMETRY BET AND TRANSDUC ERB	8F-48-24-4170-F CCHHUTATOR	FAR E7-11541-057	199D FACTORY 431000	147 YES BEMDIX NO 1445630-9	****
FAILUNE MODE-CONTAMINATIO R BREED VARIATION, THE FAI GOVERNOR CONTACTE.	AMINATION. THE TELEMETAT PACKAGE FAILED HMEN CHANNELS 11: 19: AND 16 DISPLATED EXCESSIVE COMMUTATO THE FAILURES MERE CAUSED BY EXCESSIVE ANOUNTS OF NOTOR BRUSH CARBON IN THE GEAR TRAIN AND ON THE	HEN CHANNELS 11, 58, QUNTS OF MOTOR BRUSH	AND 16 DISPLAY CARBON IN THE	ED EXCEBBIVE COMMI GEAR TRAIN AND ON	174.THE
CORRECTIVE ACTION-NO CORR	-MO CORRECTIVE ACTION TAKEN.				
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FTABESS/PS-4CO-08-187 FOWER CHANGEOVER BWITCH	COMPOSITE-J PACT	1970 13 930630 PLUB 500	FES NO	· •
FAILURE MODE-FAIL TO OPER	TO OPERATE AT PRESCRIBE. TIME, APTER THE PLUS COUNT IT WAS INDICATED THAT TELEMETRY COULD NOT BE	PLUS COUNT IT WAS II	*OICATED THAT I	ELENETRY COULD NO	=

SENERAL DYNAMICS CONVAIR DIVISION

4541 HOF 4

CONALIN DIVISION

	DITTIC CLICK BEKIEL STRUKTHEN BY BURION BY BURION BY BENEVAL	MENTATION SYSTEM"A	INBORNE				
BVaIEN BUB-5787EH	TEST/REPORT NUMBER FAILED COMPOHENT NAME	DIF DATA BOURCE PART NUKBER	VEHICLE BITE PRI	817E 11ME DIF	===	VENDOR NAME VENDOR PART NO	
RETURNED TO EXTERNAL POWER.							
SYSTEM EFFECT-OPERATION T	RATION TOO LONG. STRIEN WOULD NOT SMITCH TO EXTERNAL.	SXTERNAL.					
VEHICLE EFFECT-COMPOBITE DELATED.	DELAYED,						
CORRECTIVE ACTION-CANLUTS	CORRECTIVE ACTION-CANIJIER BENT TO TELEMETRY LAB FOR CHECKOUT.	Л.					
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOU: GRO	E LY-09-24-4209-C TRANSOU: COMMUTATOR	FAR 87-11848-858	850890 650890	FACTORY	÷ 2	YES BENDIX-PACIFIC NO 1041844	• • • • • • • • • • • • • • • • • • •
FAILURE MODE-ERRATIC OPENHANNEL 14 HAD EXCESSIVE HAS SE, THE BURNED REGMENT HAD CANNOT BE DETERMINED.	FAILURE MODE-ERRATIC OPERATION, THE 3-RPS COMMUTATOR FAILED EOP 330,329,10; PARAGRAPH 19; IN THE TOP PACKAGE WHEN C Mannel 14 had excessive noise. The Unit has opened by shop personnel and a burned begment was observed at section a- 32, the burned begment had occurred at some undetennined time prior to the Test. Therefore the cause of the failure cannot be determined.	EDP 330.329.10; PA ERSONNEL AND A BURN E PRIOR TO THE TEST	RAGRAPH 13 NED BEGNENT 1. THEREFOR	THE CA	TOP ERVED USE O	PACRAGE SMEN C AT SECTION A- F THE FAILURE	
CORRECTIVE ACTION-NOME.		ge viljen distraj di Aldrige, i de vil alleman seguir relevit de de delevi		PROFES DE ALECTRICADADES AND SE			
INSTRUMENTATION-A/D FELENETRY SET AND FRANSOUC ERS	38-39-24-4153-7 Poare Bupply	7. A. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	#640 #30880	FACTORY	ž č	YES BENDIX-PACIFIC MO AND GOC SO46173-2A	가 위 등 다 6 하
FAILURE MODE-FAIL DURING OPCRATION. THE T READ ZCRO, THE REPORTED ZERO GUIPUT VOLTAS WAS CAUSED BY THE SDS-VOLT GUIPUT BEING B AGE WAS NOT RECEIVED FOR FAILURE ANALYSIS.	FAILURE MODE-FAIL DURING OPERATION. THE TELENETRY POMER SUPPLY FAILED WHEN THE SUBCARRIER OSCILLATOR PLATE VOLTAGE READ ZERO. THE REFORTED ZERO CUTPUT VOLTAGE FOR THE 108-VOLT CUTPUT MAS NOT VERIFIED. TELEMETRY POWER SUPPLY FAILURE WAS CAUSED BY THE 508-VOLT CUTPUT BEING SHCRED. THE ACTUAL CAUSE FOR FAILURE COULD HOT BE FOUNC SINCE THE TOP FACK AGE MAS NOT RECEIVED FOR FAILURE ANALYSIS.	PLY FAILED WHEN THE OUTPUT WAS NOT VE CAUSE FOR FAILURE	E SUBCARRII RIFIED. TEI COULD HOT	ER OSCILL EMETAT P BE FOUND	OWER SINK	PLATE VOLTASE SUPPLY FAILURC E THE TOP FACK	and the second s
CORRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN.	RECTIVE ACTION TAKEN.			-			
INSTRUMENTATION-A/B TELEMETRY DET AND TRANSOUG	A-88-84-4167-9075W TRANSMITTER-80785W	FAR 27-01610	#3#D	PACTORY	ž ž	VES BENDIX-PACIFIC NO SESSIOT-TXV-3G G	
FAILURE WODE-STRUCTURAL. N. SY INDICATING MOISE OF RNED, BUT, A LUG MAS MISS ON THE OUTSIGE OF THE TRA IMPRECTION MAS SFRASSED.	TUCTURAL. THE TELEMETRY TRANSMITTER FAILED IN THE RF 1 TELEMETRY CAMISTER DURING PRODUCTION VIBRATIO MOISE OF APPROXIMATELY 60 CPS AND 8 PERCENT OF PULL DANDMIDTH ON CHANNEL 3. THE FAILURE WAS UNCONFINAS MISSING PROM INSIDE THE TRANSMITTER, THE VINDOR TOMBUE PAINT SEAL HAD NOT SEEN BROKEN. A SCREW THE THANSMITTER WAS MISSING. A 60/C RESIGN GROUP HAD PURCHASED THE UNIT. THEREFORE, 40/C RECEVING SYPASSED.	N THE RF 1 TELEMET OF FULL DANDHIDTH IE VEWOOR TOROUE PA I GROUP HAD FURCHAS	RY CANIBIE ON CHANNE INT BEAL H ED THE UNI	R DURING L 3. THE AD NOT BE T. THERE!	7 A 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1 C 1	UCTION VIBRATIOURE MAS UNCONFI ROKEN, A #CREM 40/C #ECEIVING	

COMECTIVE ACTION-UNCOMFIRMED FAILURE, AN AVO WAS ISSUED TO THE SD/C DESIGN SROUP CONCERNING THEIR ERROR. IN PESRUA

SENERAL BYNAMICS CONVAIR DIVISION

*** ***

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

STATEM SUB-STATEM	TERT/REPORT NUMBER FALEG COMPONENT NAME	DIF DATA SOUNCE FART HUMBER	VEHICLE DATE DIF	TINE OIF OTH		VENDOR NAME	
AT 1963 DENDIN PACIFIC INSP	C INSPECTION ADDED CLOSE INSPECTION OF	LUGS BEFORE MOUNTING THE COVER.	14 THE COV	ſA.	4		***
INSTRUMENTATION-A/B TELEMETAT BET AMO TRANSDUC O	A-82-14-6138-F OSCILLATOR	7.AR 87-01866-6	180088	FACTORY	# Q	YES SENDIX NO 1038084-7-6A	•
FAILURE WOOK-DRIFT, THE BU B OM KINUS II CPS.	THE BUNCARRIER OSCILLATOR DRIFTED AS MUCH AS AG CPS FROM CENTER FREGUENCY. THE TOLERAHCE IS PLU	UCH AB 40 CPB FROM C	and	BUENCY. 1	H. 70	LERANCE 18 PLU	
CORRECTIVE ACTION-MONE, FAILURE NOT CONFIRNED.	AILURE MOY COMPIRKED.						
INSTRUM: WIATION-A/B TELEMETHY RET AND TRANSOUC P	8P-12-E4-4111-F POWER BUPPLY	FAR E7-01286-1	\$309 2 \$	FACTORY	1 0	YES BENDIX-PACIFIC NO 1046178-8-A	683413
FAILURE MODE-SHOR (FLECTR N THI. FOMER BUPPLY OF EXTER	ISLECTRICAL). PIN B INDICATED A SHORT WITH PIN A ON RECEPTACLE 2-48. POSBIBLE CAUSE ID A SHORT R externalcircuitry on two Unlib.	ITH PIN A ON RECEPTA		POSBIBLE	CAUB	E 19 A BHORT 1	
CORRECTIVE ACTION-VENDOR C	CORRECTIVE ACTION-VENDOR CONTACTED AND INCOMPORATING CHANGES TO DRAWINGS.	IS TO DRAWINGS.					
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUG T ERB	FCA62462F3-4CO-03-107 TLM CAMISTER	COMPOSITE-8 FACT E7-11541-813	1970 \$30986	C18-13	i g		***
FAILURE MODE-ERRATIC CPERA OF TANK BRIM TENPS HAD POS. SYSTEM EFFECT-IMPROFER ANA	FAILURE WOE-ERRATIC CPERATION, A MUNGER OF SEGMENTS ON TELEMETRY CHANNEL 14 WERE NOISY, SEGMENTS ARBOCIATED MITH L OF TANK BKIM TEMPS HAD POS.TIVE AND NEGATIVE SPIKES. ZERO CALISRATION PULSE HAD A POSITIVE SPIKE. SYSTEM EFFECT-IMPROFER ANALOG SIGNALS.	LEMETRY CHANNEL 14 W ILIBRATION PULBE MAD	ERE NOISY A POSITIO	. BEGNENT VE OPIKE.	δ * *	OCIATED WITH L	
VEHICLE EFFECT-COMPOSITE DELAYED.	ELAYED.						
CORRECTIVE ACTION-CANISTER	MISTER SENT TO TELEMETRY LAB. CORRECTED.),				•	
IMSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC T ERB.	FIA-8249/F3-4CO-08-19F FLM CANSSTER	COMPOSITE-8 FACT 87-11616-623	1970 6309#6	£ 7 = 1.3	, , , , , , , , , , , , , , , , , , ,		
FALLURE MODE-OUT OF SPECIF. YEM READ 114.6. BUITCHING T K MOMMAL, PREVIOUS TESTING I	PASLURE MODE-OUT OF SPECIFICATION, ON EXTERNAL POWER EBSY, 400 GYLLE AC PHABE A; INDICATED 112 VOLTB UNILE PAHEL ME Ter read 114.6. Buitching to internal. Ebsy robe to 114.4. Voltabe drobb changeover buitch was deternined to b E mornal, previous testing had bhown binilar digerepaysies.	400 CYLLE AC PHABE OLTABE DROF ACRODS	A, INDICA' CHANGEOVE)	TED SSE V	WAS DI	WHILE PANEL ME RTERNIMED TO S	
SYSTEM EFFECT-INFROPER ANALOG SIGNALS.	LOS BISHALS.						
						PAGE 0276	

GENERAL BYNAMICS CONYAIR DIVISION

10 JUN 1068

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	0 **		**			678873		# O # T & #			
PRI VENDOR NAME	-	FOR CHECKOUT FOR TH	YES BENDIX NO 1062141-176 TO E 805	EQUENCY BAND EDGES C. HE WIPER OF R-19. TH TAIPPING, AND HEAT C.	100 PERCENT MICROSC	TLS BERYONIC NO EUSS-0909	MITCALLY BEALED CASE	Y28 FINETICS	R MINUS D.30 VOLTS G (CESSIVE EMITTER TO B		
DATE DIF TIME DIF		IN BENT TO TELEY LAS	830925 FACTORY	D WHEN 178 OUTPUT FRI IRE THAT CONNECTED TO PROKEN DURING MIRE &	ERE ON ALL WIRE, AND	233D FACTORY 830924	BUILDING IN THE HERM	ESSD FACTORY BSD924	JUBT TO B.GOG PLUB O NBISTON MATCH HAD EX		
DIF DATA BOURCE PART NUMBER	sasstan-faganska-rivipa	CCESSORY PRG MAS SEE	FAR 85-01174-128	ED CACILLATOR FAILED AUSED BY A BROKEN WI K BTRANDS HAD BEEN I	UBER THEREAL GIRLPE	FAN 27-01354-38	CAUSED BY PREDBURE ON 119E.	FAR RT-01444-3	LIFIER FAILED TO AD. 1 DUE TO THE 8-9 TRA		
TEST/REPORT NUMBER FAILED COMPONENT NAME	*O EFFECT INDICATED.	BLEM UNDER INVESTIGATION. A TELEM ACCESSORY PRG MAS BEEN SEMT TO TELEM LAS FOR CHECROUT FOR TH	8P-19-84-4156-F OSCILLATOR-WIRING	FILLURE MODE FAIL DURING OPERATION. THE VOLTAGE CONTROLLED OBCILLATOR FAILED MMEN 178 OUIPUT FREGUENCY BAND EDGES C OULD HOT BE ADJUSTED DUE TO LOW OUIPUT. THE FAILURE WAS CAUSED BY A BROKEN WIRE THAT CONNECTED THE WIPER OF R-19+ TH E DUTPUT POTENTIONETER, TO THE TEST JACK, SOME OF THE WIRE STRANDS HAD BEEN BROKEN DURING WIRE STATPPING, AND HEAT C AUSED THE REST TO BREAK,	CORRECTIVE ACTION-EFFECTIVE ES NOVEMBER 1943 THE VENDOR USES THERMAL STRIPFERS ON ALL WIRE, AND 100 PERCENT MICROSC PIG INSPECTION IS DONE ON ALL SOLDER JOINTS.	A-A9-24-4191-F PRESSURE TRANSDUCER	FAILUME KODE-IMTERMAL LEAK, WO CUTPUT INDICATED, FAILLNE CAUSEO BY PREDBUNE BUILDINF IN THE MERNETICALLY BEALED CASE. Due to cas learace through braisù joint at base of bourdon 1185.	ない。日本では、一大の一大の一大の一大の一大の一大の一大の一大の一大の一大の一大の一大の一大の一	FAILURE MODE-FAIL DURING OPERATION, THE DIFFERENTIAL AMPLIFIER FAILED TO ADJUBT TO S.DOU PLUB OR MINUR D.3D VOLTS C ad reguired by Eof 330.773, Faragrafh S.12, Failure was due to the 8-9 transistom imich had excessive emitter to Ade Learage, the cause of Leakage was mot determined.	CORRECTIVE ACTION TAKEN.	
PATER POSTEX	VEHICLE EFFECT-13ME, NO E	CORRECTIVE ACTION-PROBLEM 18 REASON.	INSTRUMENTATION-A/B TELEMETRY BET AND TRAMSOUC ERS	CALLURE MODE FAIL DURING OULD HOT BE ADJUSTED DUE T E DUTPUT POTENTIOMETER, TO AUSED THE REST TO BREAK.	CORRECTIVE ACTION-EFFECTIVE ES NOVEMBER 1963 OPIC INSPECTION IS GOME ON ALL SOLDER JOINTS.	INSTRUMENTATION-A/B A-A9-24-4191-F TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	FAILURE MODE-IMTERNAL LEA DUE TO GAI LEARAGE THROUG	INDTRUMENTATION-A/B TELEMETRY RET AND TRAMBRUC EAG	FAILURE MODE-FAIL DURING C AD REGUIRED BY EOP 330.7 ABE LEARAGE, THE CAUSE OF	CORRECTIVE ACTION-NO CORR	

SENERAL DYNAMICS CONVAIR DIVISION

11 10H 1166

DIFFICULTIES REVIEW-INSTRUMENT- THON SYSTEM" ALRBORNE

ELEMETRY SET AND TRANSDIKE PRESSURE TRANSDUCER RS FAILURE MODE-STRUCTURAL, UNIT MAS REPORTED TO HAVE NO OUTPUT. FAILURE CONFIRMED, CAUSE CRACK IN BRAZED AREA OF THE
FINEST HAD MIT BEEN INSPECTED TO VENDOAB REVISED PROCEDURE BECAUSE IT HAD RE WILL BE TAKEN IN THE FUTURE TO DETECT LEAKY TRANSDUCERS AT THE VENDOR.
SP-99-24-4136F RANSDUC DETECTOR-POTENTIONETER
(ELLCT), UHIT COULD NOT BE ADJUBTED TO THE REQUIRED S.D VDC OUTPUT, FAILUSE WAS CONFIRMED AND MAS WIRE VINDING OF POTENTIONETER R-6 (66-73863-511).
CORRECTIVE ACTION-HONE, THIS MAS THE ONLY FAILURE OF 118 KIND AND THIS PCTENITORLIER AS BLING PHASED ONLY. STRUMENTATION-A/8 LV-08-21-4250-F LEMETRY ACT AND YRANSDUC LIMITER FILTER 4 10-8 4
OF TOLERANCE, UNIT MAS REPORTED OUT OF TOLERANCE. MA. RT-11841-831.
I GELECTY. THE CONNECTOR WAS OPEN BETWEEN PINS & AND SMALL K. FAILURE WAS CONFIRHED AND WAS DUE TO ECTION DETIVEN THE COPPEZ MIRE FROM PIN SMALL K. THE TWO WIRES INISTED MECHANICALLY BEFORE THE ATTEMPTED SOLDERING OPERATION, AND FLUX WAS FOUND BETWEEN THE WIRE
CORRECTIVE ACTION-SOLDER INSPECTORS WERE INSTRUCTED TO -1. INSPECT UNDER AT LEAST A THREE POWER MAGNIFICATION 2. NO PERMIT JOBIN REBIDUE OR BILVER SOLDER FLUX ON SCLDERED COMMECTIONS 3. USE INSTRUCTIONS RECEIVED IN SOLDERING SCHOOL

BEMERAL BYNAMICS COMMAIR BIVISION

**** *** **

***	DIFFICULTIES REVIEW-INSTRUMENTATION STATEM-ALREGARM	MENTATION SYSTEM'S	MEORNE	•		
BYATEN BUS-STREM	TEST/REPORTNUMSER FAILED COMPONENT NAME	DIF DATA BOURCE PART KUMBER	VEHICLE SITE	317E	PRE VENDOR HAME OTH VENDOR PART HO	
L 4. ACCEPT BOLDERED PARTE IN MUTACTURING STANDARDS REQUIREN	PARTE IN ACCORDANCE WITH BLUGPRIFTS S. ACCEPT PARTS AND JOINTS IN ACCORDANCE WITH APPLICABLE MA S REGULAFINENTS.	ACCEPT PARTA AND JO	INTS IN ACC	ORDANCE	dITH APPLICABLE HA	***
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	A-90-24-4194-F AWLIFIER	FAR 87-01880-3	930960	PACTORY	VES BENDIX NO 1050560-1-C	
FAILURE MODE-ELECTRICAL & OR L-10 AND RESISTOR R-S : BIDE SURFACE OF THE BLOWER	HICAL SHORT, THE RF AMPLIFIER HAD EXCESSIVE CURRENT, A SMORT IN THE SCREEN CIRCUIT BETWEEN INDUCT IN THE SCREEN CIRCUIT BETWEEN INDUCT IN THE EXCESSIVE CURRENT FLOM, THE SMORT EXISTED WHERE A TERMINAL COMTACTED THE IN BLOWER-WOUNTED CASE COVER WHEN IT WAS TIGHTENED.	M CURRENT, A SHORT OH. THE SHORT EXIS MTEMED.	IN THE SCI TEO WHENE /	IEEN CIRCI	JIT BETWEEN IMDUCT . CONTACTED THE IN	
CORRECTIVE ACTION-MOME.						
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSQUE ERB	LV-89-84-4407-F Awplif ISR-Capacitor	PAR 27-12361-1	430016	FACTORY	YEB UKD NO	1000
FAILURE MOG-BTRUCTURAL. MER AMPLIFICE, CRACKING CA	URAL. PONTR OUTPUT DECLINED STEADILY. PAILUME WAS CAUSED BY A CRACKED CAPACITOR IN THE OUTPUT POLIME CAUNED BY OVER TORBUE.	ILUME WAS CAUSED BY	A CRACKED	CAPACI TO	R IN THE CUIPUT PO	
COMMECTIVE ACTION-FUTURE HIT WILL BE REPLACED BY ME	UTUPE IMITS TO SE VISUALLY INSPECTED PRIOR TO SEALTHS. ALL CAPICITORS THAT MUST BE TORQUED TO LE	DE TO BEALTHE. ALL	CAF1C1TORB	THAT MUB	F BE TORAUED TO LE	
IMBTAUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	PP1-1F-69C-1769-3 OIFFERENTIAL PRESSURE TRANSOUCER	UTP-2UAL/PFT RT-01958"13	830818	FACTORY	YEB MIANCKO NO PE-4106-13	
FAILURE MODE-OUT OF TOLER M 303-04141.	TOLERANCE, OURTING PROOF CTCLE, UNIT MAS OUT OF ERROR BAND. CAUSE OF FAILURE NOT DOCUMENTED.	OUT OF ERROR BAND.	CAUSE OF	AILURE *	OY BOCUMENTED. (8/	
CORRECTIVE ACTION-VENDOR REMORKED ALL UNITS.	REWORKED ALL UMITS.					
INSTRUMENTATION-A/B	A-99-R4-4110-F COMNUTATOR MASHER	FAR 58-91171-9	108F 7	FACTORY	YES FIFTH DEMENSION NO. N.	

FAILURE MODE-OUT OF SPECIFICATION, COMMUTATOR SPEED DECREASED FROM STO 1.7 RTS AT START OF VISBATION. THE FAILURE MAS CAUSED ST A DEFORMED MASHER MAICH PREVENTED THE MOTOR BRUSH PROM RIDING FIRMLY ON THE COMMUTATOR RING DURING VISBATION.

GENERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

	* * * * * * * * * * * * * * * * * * * *		# • •	# # # # # # # # # # # # # # # # # # #
IF OTH VENDOR NAME		y .	ION TO LOCATE THIS TY IV YES SERVONIC NO H-178-6 RIBUTED TO PRESSURE 8	PLATE (B/W 3DBDD61). FLATE (B/W 3DBDD61). FLATE (B/W 3DBDD61). FLATE (B/W 3DBDD61).
DATE DIF TIME DIF	FACTURE OF	17 TOWNECTO	UAL INSPECTION FACTORY IS FACTORY TATE	AND COVER P
	DURING MANU	118010 TIN 10 0 NI	HOROUGH VIBUA 2330 83031F 8 ALLOWED, 7A	#1ES A FURTHE #30917 #704191ED OF 1990
DIF DATA SOURCE PART NUMBER	CTION PROGRAM	51-01149-1 11-01149-1 1EAD WIRE TO F	RECURRENCE. 1 FAR 87-01366-39 WDC MINITALM 8	UTP-PAT BT-G155E-EL WHIT LEAKED B WHODIFICATION FAR 98-13668-1
TRETZEFORT NUMBER FAILED COMPONENT NAME	CORRECTIVE ACTION-THE VENDOR INSTITUTED A VERY TIGHT INSPECTION PROGRAN DURING NANUFACTURE OF THE MOTORS.	TRANSOUC INPUT CONNECTOR LEAD WIRE 58-01148-8 630917 FACTORY YES IEXAS INSTRUCT TRANSOUC INPUT CONNECTOR LEAD WIRE 58-01148-8 630917 MO HIS 43578-7 630817 CONTACT OF A SRDKEN LEAD WIRE TO PIN 9 OF INPUT CONNECTOR CAUSED BREAKUP OF	ANHEL 1 THROUGH 8 OUTPUIS. COMPRETIYE ACTION-VENDOR ADVISED TO TAKE ACTION TO PREVENT RECURRENCE, THOROUGH VISUAL INSPECTION TO LOCATE THIS TY E OF PROBLEM REFORE ACCEPTANCE OF THE UNIT MAS CALLED FOR. STRUMENTATION-A/B A-AS-E4-4188-F ECHETRY SET AND TRANSDUC PRESSURE TRANSDUCER RAT-01346-38 63031F NO M-172-8 FAILURE MODE-LEAK, INTERNAL, OUTPUT WAS 0.38 VOC WHEN 0.48 VDC MINIMUM IS ALLOWED, FAILURE ATTRIBUTED TO PRESSURE BLIDDE IN MEASO CASE DUE TO LEAKARE THROUGH BRAZE ON PRET WAS ON BARRE WAS ON BRAZE.	CORRECTIVE ACTION-THIS UNIT REPLACED WITH REDESIGNED UNIT MNICH INCORPORATES A FUNTHER REVISION OF SAAZING TECHNICOL CORRECTIVE ACTION-THIS UNIT REPLACED WITH REDESIGNED UNIT MNICH INCORPORATES A FUNTHER REVISION OF SAAZING TECHNICOL CASTELLAS. STEUCHTATION-A/S FAILURE WODE-LEAR-EXTERNAL. DURING EXAMINATION OF PRODUCT, UNIT LEAKED BETWEEN SIDE AND COVER PLATE (SAM SDBDDSS). CORRECTIVE ACTION-VENDOR REPESSURE SEAL. SALUNE WAS CAUSED BY FAULTY PRESSURE SEAL. CORRECTIVE ACTION-VENDOR REPESSURE SEAL. SATEUMENTATION-A/S SALUNE WAS COPER UIRE AND A CHANCE IN SOLDERING WETHOO. SATEUMENTATION-A/S SALUNE WAS COPER UIRE AND A CHANCE IN SOLDERING WETHOO. SATEUMENTATION-A/S SALUNE WAS COPER UIRE AND A CHANCE IN SOLDERING WETHOO. SATEUMENTATION-A/S SALUNE FOR COPER UIRE AND TRANSDUC POWER SUPPLY SALUNE WAS CAUSED OF SAND WE SUPPLY SALUND WELL WAS CAUSED OF SAND WE SAND WE SAND WE WAS CAUSED OF SAND WE SAND
201244 20124	CORRECTIVE ACTION-THE VE		MANNEL & THROUGH & OUTPUTS, COGRECTIVE ACTION-VENDOR A PC OF PROBLEM REFORE ACCEPT INSTRUMENTATION-A/B TELEMETRY &CT AND TRANSDUC P ERS FAILURE MODE-LEAK, INTERNA ULIDUP IN MEANED CASE DUE T	CORRECTIVE ACTION-THIS UNIT ES AND NATERIALS. INSTRUMENTION-A/S FALUNE WODE-LEAR-ENTERNAL. FAILUNE WAS CAUSED BY FAULTY CORRECTIVE ACTION-VENOOR RED PPER WIRE FOR COPPER WIRE AND INSTRUMENTATION-A/S SPECIAL AND TRANSDUC PONERS TELEMETRY SET AND TRANSDUC PONERS

PASE 0200

FAILURE MODE-ERRATIC OFERATION. CHANNELS 8: 8: 18: AND 11 FLUCTUATED CUT OF BAND DUE TO AN ERRATIC REGULATED POWER BUPPLY OUTPUT. A LACK OF COOLING DUSING PRODUCTION VIBRATION TESTING CAUSED THE PAILURE.

SENERAL DYNAMICS CONVAIR DIVISION

CIPPICULTIES SEVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	こうらいのう アル・ラーカー アン・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・・	A THE PARTY OF THE					
87 8 TEM 8 48 - 87 8 TEM	TEST/REPORT HUNDER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF	*1 TE OIL	N N N	VENDOR NAME VENDOR PART NO	
	and the second s						•
CORRECTIVE ACTION-HOME, T	THE RESULATED POWER SUPPLY IS PROPERLY HEAT SINKED WHEN IT IS IN THE TELEMETRY PACKAGE.	RLY HEAT BINKED WHE	H 17 18 1H	THE TELL	METRY	PACKAGE.	
IMBIRUMENTATION-A/B TELEMETHY SET AND TRAMBOUC ERS	A-89-24-3213-F COSHUTATOR-BRUSHED	7.00	4 616019	FACTORY	¥ 0 1	YES BENDIK NO 1086485-39	4.44
PAILURE WOOC-OUT OF TOLER	OF TOLERANCE, MOTOR SPEED TOO HIEH. CAUSED BY BRUSH MEAR.	BY BRUSH MEAR.		!	,		
CORRECTIVE ACTION-EFFECTI	-EFFECTIVE MAY 23,1965 TIGHTER COMTROL OF BRUSH MATERIAL WAS STARTED BY THE VENDOR.	BRUSH MATERIAL WAS	STARTED BY	THE VEN			
INSTRUMENTATION-A/7 TELEMETAT SET ANG IRANSOUS	SP-99-E4-4137-F HAMSOUT UBCILLATOR-TUBE; ELECTRONIC	FAR 7-01408-038	#160 630814	FACTORY	F 02	768 BENDIK MO 1041962-3-K	****
FAILUME MODE-ERRATIC OFERATIOM. ELECTRICAL TESTS, BY INDICATING ME BROKEN GROUND RETURN LEAC FOR	ATION. THE FOLTAGE CONTROLLED OSCILLATOR FAILED WHILE ITS TOP FACKAGE MAS UNDERGOING FINAL. Cating an intermittent output, the Failure could may be duplicated in Analybib, moneyer, t ac for the V-r tube filament prograd, caused intermittent operation.	LLATOR FAILED WHILL FAILURE COULD NOT BLY CAUSED INTERNI	E FFB TOP PA BE DUPLICAT FTENT OPERAT	CKA6C W ED IN A 10%	44 C46	DESCRING FINAL IS: HONEVER: T	
CORRECTIVE ACTION-YENDOR D HANDLING TUBE LEADS.	CORRECTIVE ACTION-VENDOR INSPECTION PERBOWEL MERE REGUERTED TO USE EXTREME CAUTION WHEN CORRELATING BEAL: DRESS AN	ID TO USE EXTREME C.	AUTION WHEN	CORRELA	¥	BEAL. DRESS AM	
INSTRUMENTATION-A/B TELENETAT SET AND TRANSOUC	8F-A3-24-4107 DIFFERENTIAL AWPLIFIER CAPACITOR	FAR 85-18587-609	1330 63063	FAC TOR V	ž Q	YES BENDIX NO	*
FAILURE MODE-OUT OF SPEC MD. THE FAILURE MAS CAUSE	FAILURE MODE-OUT OF SPECIFICATION. THE LEADING EDGE OF CHANNEL IS 105 PERCENT CALIBRATION PULSE WAS EXCESSIVELY ROU No. The Failure was caused by a Temperature Sembitive Capacitor in the differential amplifier.	WEL 12 105 PERCENT ITOR IN THE BIFFERE	CALIBRATION	1 FULBE	9	KCESSIVELY ROU	
COMPECTIVE ACTION-THE CAL	COMPECTIVE ACTION-THE CAPACITOR WAS REPLACED. ALBO: THE VENDOR INDICATED EXTENSIVE INFROVEHENTS IN MANUFACTURING TE Haibuts.	NDOF INDICATED EXTE	MAIVE IMPRO	/CHCMT8	1	NUFACTURING TK	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FAR Differential Amplifier Potentionet 85-41120-6 Er	# - 0 m = 0 - 0 m = 1	# # # # # # # # # # # # # # # # # # #		2 2	YES MAYBERRY NO TRA-SE	
FAILURE MODE-OUT OF SPEC	FAILURE MOCE-OUT OF SPECIFICATION. FHE UNIT WAS OBSERVED TO BHIFT IN OUTPUT 125 MILIVOLTS IN ONE MINUTE. THE FAILUR E W.3 CONFIANCO AND ATRIBUTED TO & CAUSES. 1.7 POOR DESIGN OF UNIT; IN THAT 2 OMM CHANGE ON THE 1858 OMM DUTPUT POT	OF UNIT: IN THAT S	BO MILIVOLT	# 1# OMI	1000	OMM SUTPUT POT	

GENERAL DYNAMICS CONVAIR DIVISION

**** WAT #1

		9000	•		*		# 0 1 1 1 1
	PRI VENDOR NAME OTH VENDOR PART NO	ILITY OF 150 M	728 COLVIN MO 401-A-10-78 LOCATING PIN, 1HE	THRU THE CASE.	YEB MAYBERRY MO TRA-SE DIFFERENTIAL AMPLIFI BY A SHORT CIRCUIT		-B AND TRANSLET OVERHEATING,
	1 E	1.8.1	45.0 45.0 100.4	*			4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
	SITE TINE DIF	AEGUIRCE DRIFT.	FACTORY ED AT THE	4-Y PARTIA	FACTORY -A. THE DI AGES OR BT		FACTORY EN RESISTO TOR 0-1 CA ININED. TH TESTING.
LIRBORNE	VEHICLE DATE OIF	46 ON UNIT 1 100 NV O 1 100 NV O	SDS12	פעורנס	63081E 63081E 7N CHAMMEL.		63091E 130.733 WH Y TRANSIS 1 WOT DETE:
HENTATION SYSTEN"	DIF DATA BOURCE PART NUMBER	TION CONTROL DRAWIII ACKAGE ALLOMS ONL. B 8/N 1E8 AND ON. I	FAR 87-01841-7 11-EG MHEN A LEAK 1	148E. 1. THE HOLE IS MON THE OUTSIDE.	SS-DIIEG-S SE-DIIEG-S ER HAD NO OUTPUT C	The second section of the second seco	68-11117-1 68-11117-1 AILED DURING EOF 1 NH OVERHEATING WAS 1106 OF THE LOAD BA
DIFFICULTIES SEVIEN-INSTRUMENTATION SYSTEM-AIRBORNE	TEST/REPORT NUMBER FAILED COMPONENT NAME	NTIONCTER CAUSED OF MILIVOLT CHANGE IN OUTPUT. E) SPECIFICATION CONTROL DRAWING ON UNIT REGUIRES STABILITY OF 150 M LLIVOLTS DUE TO DRIFT, EOF 85-310.66 MHICH SETS UP THE TOP PACKAGE ALLOMS ONLY 100 NV OF DRIFT, CORRECTIVE ACTION-VENDOR INITIATED A DESIGN CHANGE FOR UNITS S/N 128 AND ON. FOR THE EXISTING UNITS THE EOF WAS CHA	STRUMENTATION-A/B FAR-SP-89-24-418E FAR 83091E FACTORY VIS COLVIN LEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER 87-01848-7 S FACTORY VIS COLVIN AO 401-4-10-78 FAILURE MODE-STRUCTURAL. THE TRANSDUCER (MEASUREMENT PAD) FAILUR A LEAK MAB OBSERVED AT THE LOCATING FIN. THE	PIN HAD BEEN FORCED INTO THE CASE BREAKING THE GRAEK AT STS BASE. CORRECTIVE ACTION-YEMDOR CHANGED THE DESIGN OF THE PIN JOSHIT, THE HOLK IS MON DRILLED ONLY PARTIALLY THRU THE CASE. THE PIN IS BOTTONED IN THE HOLE SEFORE SLLVER BLAZING FROM THE OUTSIDE.	HASTEUMENTATION-A/B LV-99-24-4183-F FAR 1990 FACTORY YEB MAYBERRY ELEMETRY AFF 4-4/ TRAMSDUC AMPLIFIER BS-01120-S 630912 MO TRA-32 BS-1120-S 630912 MO TRAMSDUC AMPLIFIER HAD HO OUTPUT ON CHAMMEL-A. THE DIFFERENTIAL AMPLIFI FRIE-HE AUTPUT.	ECTIVE ACTION TAKEN.	MSRUMENATION-A/B SP-24-158-F ELEMETRY SET AND TRANSDUC RIGULATON: ELECTRICAL-TRANSISTON 68-13317-3 RS FAILURE MODE-FAIL DURING OFERATION. THE REGULATON ASSEMBLY FAILED DURING EOF 330.733 WHEN RESISTON R-S AND TRANSIST ON 6-1 EXPLODED. ANALYSIS SHOWN CIRCUITS IN THE TRANSISTON. THE CAUSE OF THE JUNCTIONS OF TRANSISTON 6-1 CAUSED OVERHEATING. AND PRODUCED SHOWT CIRCUITS IN THE TRANSISTON. THE CAUSE OF THE OVERHEATING WAS MOT DEFINING. THE FAILURE MAY HAVE BEEN CAUSED BY A DEFECTIVE TRANSISTON OF BY AN INPROPER SETTING OF THE LOAD BANK DURING TESTING.
	STATEM BUB-BYSTEM	ENTIONCTER CAUSED 67 MILIYO ILLIVOLTS DUE TO DRIFT, EQUIPMENT OF TOWN TO WENDOW THE TOWN TSO NY OF DRI	ENSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC FERB FAILURE MODE-STRUCTURAL.	PIN HAD BEEN FORCED INTO TO CORRECTIVE ACTION-VENDOR (THE PIN IS BOTTONED IN TH	INSTRUMENTATION-A/B FELEMETRY BEY A/A TRAMSDUC A ERB FAILURE MODE-FAIL DURING C ER FAILURE MODE-FAIL DURING C F THE OUTPUT.	N-MO CORR	INSTRUMENTATION-A/B VELEMETRY BET AND TRANSDUC B CRB FAILURE MODE-FAIL DURING C OR 8-1 EXPLODED. ANALYBIB AND PRODUCED BHOMI CIRCUITS BEEN CAUBED BY A DEPECTIVE

CORRECTIVE ACTION-PERSONNEL MAYE BEEM INSTRUCTED TO USE CARE WHEN TESTING THE RESULATOR ASSENGEY.

SENERAL D. MANICS CONVAIR DIFISION

r		******		1	# 00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			# 0 # 0 # 0 # 0 # 0 # 0 # 0 # 0 # 0 # 0		<u> </u>
	VENDOR NAME VENDOR PART NO	VES COLVIN	ERCENT WAS OBS	D COUNTERBALAN	WIANCRO PR-41D6-13	O AMD 3.5 P810		WIANCKO PR-4108-13	G AND 3.5 PS1D	TORY YES NO WES NO WAS HOT CONFIRMED, NOWEY THE FAILURE WAS UNDETERN
	PRI OTH		#.846 P	CEMENTE ERING P	99	# F		9 B	F AT 8.	P VEB NO HOT C
	817E TIME DIF	FACTORY	ED TO I	H AN UN	FACTORY	# C		FACTORY		FACTORY URE WAS E OF THE
AIRBORNE	VEHICLE DATE DIF	316010	MOT CEMENT	HIPPED WIT	63061	EXCEEDED		#1606#	EXCEEDED	SECTION CAUSE
UMENTATION SYSTEM	DIF DATA BOURCE PART NUMBER	FAR #7-01848-7	PAPI FAILED WHEN A BALANCING NUT WAS LINDREL TO THE RESI IS A BALANCING NEW PAPILITY OF THE PA	ALCONEG TRANSDUCER TO BE BHIPPED WITH AN UNCEMENTED COUNTER. A CERTIFIED NASA INSTRUCTOR NOW TRAÍMS SOLDERING PERSONNEL.	UTF-BUAL/FFT E7-0153E-13	UNIT STATEC KARON 305-0016) -	REVALIDATED.	UTP-QUAL/FFT E7-01352-31	UNIT STATIC ERROR 1 105-0019).	FAR 87-18372-661 ALD NOT SE ADJUSTE! THE DEMODULATOR OU
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	TEST/REPORT NUMBER FAILED COMPONENT NAME	TAR-MY-BB-RA-ANGIA PRIBBURK TRANSOURK	FAILURE WODE-OUT OF TOLERANCE, THE TRANSDUCER (MEABUREMENT PAP) FAILED WHEN A STATIC ERROR OF-3,256 PERCENT WAS OBSERVED AT 80 PSIA, FAILURE WAS THE RESULT OF 1) WIPER COUNTERPALANCING NUT WAS MOT CEMENTED TO 175 STUD, 2) A COLD SOLDE JOINT ATTACHED THE WIND HE HINDREL TO THE RESISTANCE WINDINGS AND, 3) THE WIPER CAME ABREAST OF THE LONGST END OF THE COLD SOLDER JEINT AT APPROX 8.8 Y OUTFUT.	CORRECTIVE ACTION-VENDOR CORRECTED CONDITIONS THAT ALLOWED TRANSDUCER TO BE BHIFFED MITH AN UNCEMENTED COUNTERBALAN CE NUI, VENDOR INPROVED BC OF BOLDERING PROCESS AND A CERTIFIED NASA INSTRUCTOR NOW TRAIMS SOLDERING PERSONNEL	INSTRUMENTATION-A/B PPT-IP-69F-1795-1 Telemetay bet and transouc differential pressure transoucer erb	FAILURE MODE-OUT OF TOLERANCE, DURING INITIAL PROOF CYCLE, UNIT STAIIC ERROR EXCEEDED & PERLANT AT 3.0 AND 3.5 PSID , FAILURE FOUND DUE TO TEST EGUIPHENT CALIBRATION ERROR (\$/N 303-0016).	CORRECTIVE ACTION-WOME REQUIRED ON SPECIMEN. TEST ERUIPMENT REVALIDATED.	INSTRUMENTATION-A/B PPT-TP-69F-3793-3 TELEMETRY SET AND TRANSDUC DIFFERENTIAL PRESSURE TRANSDUCER ERS	FAILURE MODE-OUT OF TOLERANCE. DURING INITIAL PROOF CYCLE, UNIT STATIC ERROR EXCREDED 1 PERCENT AT 5.0 AND 3.5 PSID. FAILURE FOUND DUE TO TEST EQUIPMENT CALIBRATION ERROR (6/N 305-D015). CORRECTIVE ACTION-MONE REQUIRED ON SPECIMEN, TEST EQUIPMENT REVALIDATED.	HEFRUNENTATION-A/B A-E9-EA-4140-C ELEMETRY SET AND TRANSDUC DEMODULATOR NO TABLES AND TRANSDUC DEMODULATOR NO TAB FAILURE MOCK-FAILED DURING OFERATION, BIS POTENTIONETER COULD NOT BE ADJUSTED. THE FAILURE WAS HOT CONFIRMED, HOMEN EAR, ANALYSIS SHOWED ADJUSTMENT OF BS PRODUCED NO CHAMSE IN THE DEMODULATOR OUTPUT. CAUSE OF THE FAILURE WAS UNDETERN INCO.
**** ****	AVATEM BUG-BTBIEM	INSTRUMENTATION-A/B FAR-39-89-84-4161 Telemetat set and transduc pressure transducer eas	FAILURE MODE-OUT OF TOLES ERVED AT 80 PSIA, FAILURE LDER JOINT ATTACHED THE WAR	CORRECTIVE ACTION-VENDOR	INSTRUMENTATION-A/B TELEMETAT BET AMD TRANSOUC ERB	FAILURE MODE-OUT OF TOLE , FAILURE FOUND DUE TO TE	CORRECTIVE ACTION-NOME R	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAILURE MODE-OUT OF TOLE FAILURE FOUND DUE TO TE CORRECTIVE ACTION-WOME R	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC DEMODULATOR ERS FAILURE MOCK-FAILED DURING OPERATION ERS ANALYSIS SHOWED ADJUSTMENT OF RS INED.

SEMERAL UTHANICS CONVAIR DIVISION

15. JUN 1966

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	*****	•		***************************************		90 88 8				
VENDOR MANE	E AMALYS	R-45FIFTH-DEMENSIO C-18N	H CAUSED	6-13	J/N 303-0014). SUSSTITUTING BILVER TINNED CO		IAX I NUM A	ACN INST	CLECTRO	TO BE #1
- 1	# FAILUR	8-43F1FTH- C-18N	1.8E WHIC	# WIANCKO PE-4106-13	BILVER 7	• .	18 THE N	AUTION	TES UNITED EL NO D'UANICS	COVERED IN BUCH
FO	ñ 7	1	1 00 E	2 9	÷ ;	2 S	1 8 E	¥	2 2	00 00 M
VEHICLE SITE PRI DATE DIF TIME DIF OTH	COVERA	FACTORY	COSE SRU	F+CTORY	N \$05-00	FACTORY	#4 of #6 17 17 18 18 18 18 18 18 18 18 18 18 18 18 18	JOE EXTRE	£ 7	MAYE BEN 10 WAYE 10 WAYE 10 WAYE
VEHICLE DATE DIF	ITAINED M	*0*0**	ED BY A 1.	606069	1KAGE. (8,	430407	reut. 150 6) TYPE 10	VREED TO	\$080 7	OF CHANNI COULD HAVI
DIF DATA SOURCE PART NUMBER	TURING CONTRACT CON	FAR 87-12365-9	C. FAILUME WAS CAUB	UTF-BUAL/PPT RT-01552-18	HBITED EXTERNAL LEA MODIFICATION CONST	6-6681-F8	THE PLUS 3E VDC OUT AM OPEN DIODE (RR-1	THE ABBEMBLER WAS L	7AR 87-18109-806	IN THE MASTER PULSE IN THE COMMUTATOR O
TEST/REPORT NUMBER FAILED COMPONENT NAME	AMALYSIS TERMINATED BECAUSE MANUFACTURING CONTRACT CONTAINED NO COVERAGE FOR FAILURE AMALYS WAS FOUND TO BE OBSOLETE WITH NO FURTHER USE.	A-88-84-4148-F COMUIATOR MIRING	FAILURE MODE-SHORT (ELECT). MEGATIVE OUTPUT GATE WAS ERRATIC. FAILURE WAS CAUSED BY A LOOSE SRUSH WIRE WHICH CAUSED AN INTERNITIENT SHORT CIRCULT OF THE COMMUTATOR SEGMENTS. CORRECTIVE ACTION-NOME, WHEN THE UNIT WAS RETURNED TO THE VENDOR FOR EVALUATION, THE WIPER ARM COULD HOT BE FOUND.	PFF-TF-69F-1793-1 DIFFERENTIAL PRESSURE TRANSCUCEN	AA-EXTERNAL, DURING -65 DEG F, TEST UNIT EXHIBITED ENTERNAL LEAKAGE. (3/N 303-0014). CON-VINDOR REDESIGNED AND REWORKED ALL UNITS, MODIFICATION CONSISTED OF SUSTITUTING ASSESSMENTS IN EXAMERING METHOD.	3P-39	EM (ELECT). THE UNIT HAD 179 MY OF NOISE ON THE PLUS 22 VOC OUTPUT, 150 MY OF MOISE IS THE MAXIMUM A WAS CONFIRMED AND WAS FOUND TO RE CAUSED BY AM OPEN DIODE (RR-5) TYPE 1M645. IT WAS ALSO DETERMINED: OCCUMPED DURING FABRICATIOM.	PITON TECHNIƏUES MERE REVIEWED AND THE ABSENBLER MAS URGED TO USE EXTREME CAUTION WHEN INST Circuit Boards.	SF-95-24-4180-F BISHAL CONVERTER-COMMUTATOR	FAILURE MODE-CONTANINATION. THE BIGNAL COMPERTER FAILED WHEN THE MARTER PULSE OF CHANNEL 15 WAS DISCOVERED TO BE SP Litting. The Failure was not companie. However, a particle in the commutator could have been lobbed in buch a posit Iom as to intersupt continuity between the commutator and the wiper. The particle could maye been discobed duk to v
87876 N 818-87876 N	CORRECTIVE ACTION-WONE, A	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	FAILURE MODE-SHORT GLECT AM INTERMITIENT SHORT CAR CORRECTIVE ACTION-NOME, N	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC CRS	FAILURE MODE-LEAR-EXTERNA CORRECTIVE ACTION-VENDOR	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUCERS	FAILURE MODE-OWEN (ELECT). LLOWED, FAILURE WAS CONFIRME THAT THE FAILURE OCCURRED DI	CORRECTIVE ACTION-FABRICATION ALLING GLASS DICOES INTO CIRCUI	INSTRUMENTATION-A/B TELEMETAY BET AND TRANSOUC	FAILURE MOSE-CONTANIHATIC LITTING. THE FAILURE MAS N IOM AS TO INTERRUPT CONTIN

SENERAL L. AMICO

3	
01 V.1 B	
ONVAIR	
Ü	

**** ****	DIPPICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME	MENTATION SYSTEM'A!	REGRME				
AVATEM BUG-SVATEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIP TIME DIP	817E P	PRI VEN	VENDOR NAME VENDOR PART NO	
ISRATION DURING SHIPMENT.		·					***
CORRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN.	ECTIVE ACTION TAKEN.						
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	CT-89-E4-E46-P Converter-neristor R-6	FAR 87-18838-3	124D 630903	FACTORY	YE& 60/C		7
FAILURF MODE-OUT OF TOLER, DC. MHERE SPECIFICATION TO S CAUSED BY RESISTOR R-6 81 BECAUSE OF FAILURE TO SOLI	FAILURE MODE-OUT OF TOLERANCE, THE AC-DC CONVERTER REPORTEDLY FAILED WHEN OUTPUT VOLTAGE AT 700 CPS WAS 0.475 VOLT DC. MIERE SPECIFICATION TOLERANCES RESULFED. OSCILLATION MA S CAUSED BY RESISTER N-6 BEING OPEN CIRCUITED, ALLOWING AN IMPROPER FEEDSACK SIGNAL, RESISTOR R-6 WAS OPEN CIRCUITED SECAUSE OF FAILURE TO SOLDER THE RESISTOR.	"Y FAILED WHEN OUTPY HUB 0.004 VOLT DC. F WPROPER FEEDBACK BIG HINAL AT ONE END IN	IT VOLTAGE ALLURE WA! NAL. REBI	AT 700 CP CONTRNE TOR R-6 x	8 WAS 0 0. 08C1 A8 OFFN	LLATION MA LLATION MA CIRCUITED	
CORRECTIVE ACTION-REQUEST ACCEPTANCE PROFEDJUES ASS	CORRECTIVE ACTION-REQUEST HYCOR DIVISION OF INTERNATIONAL WESISTANCE, TO REVISE MANUFACTURING, BUALITY-CONTROL, AND ACCEPTANCE PROCEDURES ASSOCIATED WITH THE BOURG, PART NUMBER EDBA, 100 KILOHM, PLUS OR MINUS I FERCENT RESISTOR TO REVENT REOCCURRENCE OF THIS SANC FAILURE WODE.	ISISTANCE, TO REVISE I EDSA, 160 KILOHN,	HLUB OR N	HENG, BUA	LITY-CC CENT RE	MTRCL: AND	
INSTRUMENTATION-A/B TELEMEIRY SET AND TRANSOUC	CT-8U-R1-Z1-Z14-P STRAIM-6AVE CIRCUIT BOARD-REDISTOR 38-13687-S R-50	7.52 16-11687-15	1200	E 13	YEB 60/C		•
FAILURE MODE-STRUCTURAL. I R R-SG MAR FOUND TO MAYE A MANUFACTURE, NO CONCLUSION TED OM A STREMS LEVEL.	FAILURE WOE-STRUCTURAL. THE BYRAIN SAGE CIRCUIT BOARD WAS FOUND TO BE INTERMITTENT, FAILURE WAS CONFIRNED, RESISTOR R. R. SD WAS FOUND TO HAVE A CRACKED RESISTOR DURING MAS FOUND TO HAVE A CRACKED TO HAVE HES SINCE THE CIRCUIT BOARD WAS NOT TES TED ON A STSTEMS LEVEL.	OUND TO BE INTERNIT TACKED RESISTIVE HIS TIRY PACKAGE FAILURE	TENT. FALL	URE WAS C.T INTO TH	ONTIRNE E RESIS	D. RESISTO TOR DURING AS NOT TES	
CORRECTIVE ACTION-THE RESI ESUESTED TO REVIEW SUBLITY-	CORRECTIVE ACTION-THE REBIBTOR WANUFACTURER, C B CONTOHENT INC., BHOULD BE MOTIFIED OF THIS FAILURE AND BHOULD BE Buebted to review Buality-Comtrol Procedurer For Thib Item.	NC., BHOULD BE MOTI	F1E0 OF TO	IIS FAILUR	ONV J	HOULD BE R	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC C	SF-88-24-4096-F Calibrator Relay	7-12222-5	*******	FACTORY Y	2 9		-
FAILURE MODE-ERRATIC OFCHA MERE MISSING, FAILURE WAS C E CONTACT FOLES HAD CHANGED F ASSENSEY ST THE VENDOR OR	FAILURE MODE-ERRATIC OPERATION, THE IN-PLIGHT CALIBRATOR FAILED WHEN THE POBITIVE CALIBRATE PULAES FOR ONE CHANNEL. WERE MISSING, FAILURE WAS CONTIRNED, THE MORMALLY CLOSED CONTACTS E AND 9 OF RELAY R-4 FAILED TO ENERSIZE SECAUSE TE CONTACT POLES HAD CHANGED POSITIONS WITH RESPECT TO THE POLE ACTUATOR. THE POLES HERE ALSO BENT EITHER DURING RELAY ASSENSELY BY THE VENDOR OR DURING INSTALLATION IN THE CALIBRATOR BY 40/A.	LED WHEN THE POBITS ACTS & AND 8 OF REL. E ACTUATOR, THE POLISTOR BY 60/A.	VE CALIBRA AV K-4 FAI ES HERE AL	IE PULBEB LED TO EN	FOR ON ERGIZE LTHER D	CALIBRATE PULBES FOR ONE CHANNEL K-4 PAILED TO ENERGIZE SECAUSE TH WERE ALSO BENT EITHER DURING RELA	
CORRECTIVE ACTION-ASTROMAU	-ASTROMAUTICS INITIATED DESIEN CORRECTIVE ACTION BY RECOMMENSING THE GLASS BASE BE REVED TO THE RE	CTION BY RECOMMENDE	N6 THE 91.	8 3648 48:	E KEVED	TO THE RE	

SEMERAL DYNAMICS CONVAIR DIVISION

18 JUN 1988

DIFFICULTIES SEVIEW-INSTRUMENTATION STRETEN AIRBORNE

VEHICLE SITE PRI VENDOR MAME DATE DIF TIME DIF OTH VENDOR PART NO	SE. YENDOR REPLIED THAT THE DAMAGE OPSESS	SSDRES FACTORY VES 693663	R TUBE. JEING BOLID STATE OSCILLATOR.	SECOND PMR VER BOURNS SPRESS NO 48013-0-50-752	E TO PRESSURE IN EXCESS OF DESIGN	116D FACTORY VES BENGIX 891569	TESTED PER CENTAUR TEST PROLEDURE. TEMENT ON PAGE 7, PARAGRAPH 4,4E, NE FALLURE WAS MOT CONFIRMED. THE TUP OF TEST EQUIPMENT USED.	TAILED DIABRAM OF THE REQUIRED TE T EQUIPMENT SHOULD SE SPECIFIED IN	BEGE FACTORY VES. BEGGET MO
DIF DATA SOURCE VEHI	TATION OF THE GLASS BASITIVE ACTION TAKEN.	7-7-03-461 7-03-460-461	D BY UNBTABLE MODULATOR M LIGHTWEIGHT PACKAGE UI	7.01723-11	ATTRIBUTED TO EXPOSURE	44	R FAILED MMEN UNIT WAR THE SPECIFICATION RESULRE. AT 10.5 KILGCTCLES. THE ADING FROM IMPROPER SETT	SHOULD BE REVISED TO PROVIDE A WORE DETAILED DIASRAM OF CIRCUIT, BETWEEN THE UNIT AND THE TEST EQUIFMENT SHOULD	7 A R R R R R R R R R R R R R R R R R R
TEST/REPORT NUMBER FAILED COMPONENT NAME	INADVERTENT MIBINDEXING OR SUBSEQUENT ROTATION OF THE GLASS BASE. VENDOR REPLIED THAT THE DAMAGE Relay was disabsembled. Mo purtner corrective action taken.	\$F-\$9-E4-4137-F O&C1LLATOR-TUBE	FARE WAS DRIFTING UPWARD, FAILUME CAUSED BY UNSTABLE MODULATOR TUBE. NUMD TELEMETRY CANISTER REPLACED WITH HEW LIGHTWEIGHT PACKAGE USING SOLID STATE OSCILLATOR.	BP-90-E4-4160-F ANSDUC PRESSURE TRAMBDUCER	FAILUNE MODE-STRUCTURAL, OUTPUT DID MOT CO TO ZERC, FAILURE ATTRIBUTED TO EXPOSURE TO PRESSURE IN EXCESS OF DESIGN LIMIT MAICH RESULTED IN PERMANENT PRESSURE ELEMENT DISTURTION.	CT-99-24-237 INTER OFCILLATOR ETTENDINGS THEN TREESTAND TO STATE THE STATE THE STATE THE STATE THE STATE THE STATE THE STATE STATE THE STATE STA	FAILURE MODE-OUT OF SPECIFICATION. THE SUBCARRIER OSCILLATOR FAILED WHEN UNIT WAS TESTED PER CENTAUR TEST PROLEDURE. 55 maximum output ogtained during Test was 2.5 yolts rms. The specification resulrenet on face 7, paragraph 4.45, 4.1s for am output amplitude from channel-12 of 3 yolts rms at 10.5 kiloctoles, the Failure was mot comfirmed, the Dost probable cause of the reported failure was excessive Loading from impromer setup of test equipment used.	CORRECTIVE ACTIOM-CENTAUR TEST PROCEDURE 35 SHOULD BE REVISED TO PROVIDE A WORE DETAILED DIABRAM OF THE REQUIRED T BETUP, THE USE OF A CATHOLE FOLLOWER TUBE CIRCUIT, BETHEEN THE UNIT AND THE TEST EQUIPMENT SHOULD BE SPECIFIED THE TEST PROCEDURE,	LV-88-84-A218-F Filter, Electrical-Capacitor
MATATEM BUG-518TEM	LAY CASE TO PREVENT INADVE OCCURRED WHEN THE RELAY N	INSTRUCENTATION-A/S TELEMETRY SET AND TRANSDUC ERS	FAILURE MODE-BRIFT, FREE CORRECTIVE ACTIOM-ROUND 7	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FAILURE MOE-STRUCTURAL.	INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC	FAILURE MODE-OUT OF BPECE 55 MAXÍMUM OUTPUT OGTAINE CALLS FOR AM OUTPUT AMPLIT MOST PROBABLE CAUSE OF THE	CORRECTIVE ACTION-CENTAUR BT BETUP, THE USE OF A CAT THE TEST PROCEDURE,	INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC

PAGE DERT

FAILURE MODE-OUT OF TOLERANCE, UNIT WAS REJECTED WHEN IT COULD NOT BE ADJUSTED TO WITHIN THE MISH PRESURNCY TOLERAN CE OF EOP 550.520.10. FAILURE COULD NOT BE CONFIRMED.

BEHERAL BYNAMICSI CONVAIR DIVIDION

18 JUN 1968

***	DIFFICULTIES REVIEW-INSTRUMENTATION STATEM-ALREGARME	UMENTATION STREET	RECENE		
AVBTEX SUB-BYBTEX	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF UATA BOURCE PART NUMBER	VEHICLE SITE PRI DATE DIF TIME DIF OTH	PRI VENDOR NAME OTH VENDOR PART NO	
					••••
CORRECTIVE ACTION-TANTALL ERE MELOCATED, AN INVESTIN RECLUDE POSSIBLE SHORTING	CORRECTIVE ACTION-TRNTALUM CAPACITORS WERE CENENTED TO THE BOARD TO PROVIDE MORE PUPPORT, RESISTORS R-21 AND R-23 RE RELOCATED. AN INVESTIGATION WILL BE MADE TO DETERMINE IF MORE SPACE CAN BE TOLESATED BETWEEN CIRCUIT BOARDS TO ECLUDE POSSIBLE EMORTING OF SOLDER CONNECTIONS AND MIRE LEADS.	BOARD TO PROVIDE MO HORE SPACE CAN BE 38.	RE PUPPORT, REBIDT FOLESATED BETWEEN	DRS R-21 AND R-23 W Circuit Boards to P	
INSTRINENT, TION-A/B TELEKETRY SET AND TRANSDUC ERS	FRAMBDUC PRESSURE TRANSDUCER	UTP-QUAL/PPT 68-01001-19	6308RT 60/C	VES BOURNS No ZGD7311707	*
FAILUBE MODE-OUT OF SPECIODED DED D.ES PERCENT. ALLOWABL TIMUCD BECAUSE THIS IS NOT THE PROOF CYCLE WHICH FOM E RAITO. THIS IS OUT OF TO INUED. OM 11 "PETEMBER 198 THE 10 VOLT EXCITATION VOUT HE CLEMENT.	FAILURE WODE-OUT OF SPECIFICATION, DURING THE RESOLUTION TEST ON 27 AUGUST 1943, 4.6 PERCENT OF THE 470 SIEPS EXCEE DED 0.23 PERCENT, ALLOWABLE TOWERANCE 18. PERCENT OF THE 197AL STEPS EXCEEDING 0.23 PERCENT RESOLUTION, TESTING CON THINCE SECAUSE THIS IS NOT OUT OF SPEC MEN TEST EQUIPMENT READ OUT ERROR 18 CONSTITUTION OF YOU OF SPECIMENT SHOPE SHOCK TEST, THE MAXIMUM ERROR WAS MINUS 1.3 PERCENT OF FULL SCALE SOLE CONT THE PROCF CYCLE WHICH FOLLOWS HE SHIPPING SHOCK TEST, THE MAXIMUM SROW MAS MINUS 1.3 PERCENT OF YOU TESTING CONT INVED. ON 11 PEPTEMBER 1963, AFTER 12.012 CYCLES OF LIFE TERT, THE UNIT MAS BEING CONNECTED TO CONTINUE CYCLING AND THE 10 YOLT EXCITATION VOLTAGE WAS ACCIDENTALLY RPPLIED SETMENT A AND PIN S CAUSING EXCESSIVE CURRENT FLOM, BURN THE COUT THE ELEMENT.	BT OH ET AUGUST 196. TAL STEPS EXCECOING TAL STEPS IS CO MAXIMUM CRYOR MAS M THE UM!" WAS SE!! THE UM!" WAS SE!!	S. S.S. PERCENT OF D.23 PERCENT RESO HULD TO SEE SENT HULD TO SEENT SEGUIREME NG CONNECTED TO CO CAUSING EXCESSINE	THE 470 STEPS EXCEE LUTION, TESTING CON TEMBER 1963, DURING FULL SCALE VOTAG NT AND TESTING CONT NTINUE CYCLING AND CURRENT FLOM, BURN	
CORRECTIVE ACTION-THE UNI	UMIT MAS REJECTED ON IR NUMBER 930198.	•			
EMBIRUMENTATIOM-A/B TELEMETRY SET AND TRANSOUC ERS	IB \$P-99-24-4159-F TRAMSDUC OSCILLATOR	FAR 7-01486-819	SSBET FACTORY	YES BENGIX NO TOE-31	0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
FAILURE MODE-OUT OF SPEC, T . IT SHOULDHAYE BEEN 2.05 VO CAUSE OF THE OSCILLATOF FAI O PLATE WOLTAGE APPLICATION.	FAILURE MODE-OUT OF BREC. THE OSCILLATOR FAILED IN THE NEXT ASSEMBLY WHEN THE DEVIATION OUTPUT VOLTAGE WAS D.1 VOLT. IT SHOULDHAVE BEEM 2.05 VOLTS PLUS OR MINUS S PERCENT. FAILURE OF THE OUCILLATOR MAS NOT CONFIRMED. THENSOT LIKELY CAUSE OF THE OSCILLATOR FAILING WAS THAT IT WAS TRIGGERED INTO OFERATION DUE TO THE SHOWT TIME BETWEEN FILAMENT A M O PLATE WOLTAGE APPLICATION.	ABBEMBLY MMEIS THE ! LURE OF THE CHCILLA NTO CPERATION DUE TO	DEVIATION OUTFUT WITON TOWN THE SMONT TIME B	OLTAGE WAS G.1 VOLT MED. THEMOST LIKELY ETMEEN FILAMENT A M	
CORECTIVE ACTION-GOC DESIGNGROUPS REVIEW 30-8ECOMO TIME DELAY MAS FOUND SUFFICIENT.	CORRECTIVE ACTION-GOC DESIGNGROUPS REVIEWED THE OSCILLATOR FILANENT AND PLATE VOLTAGE TIME DELAY RESULREMENTS. THE 0-second time delay was found sufficient.	FILAMENT AND PLATE	VOLTAGE TIME DELAY	REGUIREMENTS. THE	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	'S SP-90-24-4183-F TRANSDUC OSCILLATOR	FAR 7-01468-607	SECTORY FACTORY	TES BENDIX NO 1041860-7-T	

SEMERAL D'HAMICS CONVAIR DIVISION

**** **** ***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM'AIRBORME	HENTATION SYSTEM'AL	REGENE		
BYBTEN BUB-BYBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
CORRECTIVE ACTION-NONE. F	FAILURE WAS NOT CONFIRMED.				****
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	BP-38-R4-4151-F TRANSOUCER POWER SUPPLY, CAPACITOR 58-13540-8	FAR 58-13840-8	SEDAZS FACTORY	4E8 6D/C	•
FAILURE MODE-ERRATIC OFER LURE MAS CONFIRMED. THE FA THE CAPACITOR IS A DEARBO	FAILURE MODE-ERRATIC OPERATION, THE TRANSDUCER POWER BUPPLY WOULD BECOME INTERNITIENT AFTER A BHORT WARMUP. THE FAILURE MAS CAUSED BY AN INTERNAL BROKEN CONNECTION IN CAPACITOR C-3 OF THE CHOPPER CIRCUIT. THE CAPACITOR IS A DEARBORN D-1 MICROFARAD CAPACITOR.	WOULD BECOME INTERI MEN CONNECTION IN	MITTENT AFTER A SH CAFACITOR C-S OF T	MET MARMUP. THE FAI HE CHOPPER CIRCUIT.	
CORRECTIVE ACTION-THE CAP TO THE WINDING IN ORDER TO	CORRECTIVE ACTION-THE CAPACITOR NANUFACTURER HAS ADDED CONTROLS TO REGULATE TIME AND HEAT USED TO SOND THE PISTAIL. TO THE WINDING IN ORDER TO IMPROVE MINUFACTURE OF THE CAPACITOR.	OLS TO REGULATE THE	ME AND HEAT UBED T	S BOND THE PIGTAIL	
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMSDUC ERS	9601050 PRESSURE TRANSDUCER	UTF-GUAL/PPT 89-01003-39	\$30\$24 6 0/C	YES BOURNS NO EGGTSTATGS	118281
FAILURE MODE-ELECTRICAL OPEN. THE EXACT CAUSE OF FAILURE 18	PPEM, DURING THE RESOLUTION TEST, IT WAS DISCOVERED THAT THE ELEMENT WAS OPEN ELECTRICALLY. If is unknown, it hat have been caused by an inproper test betup.	F WAS DISCOVERED TH HED BY AN INFROPER	AT THE ELEMENT MAB TEST SETUP.	OPEN ELECTRICALLY.	
CORRECTIVE ACTION-THE UNI	CORRECTIVE ACTION-THE UNIT WAS REJECTED ON IR NUMBER SUDSET.	•			
IMETRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERB	SF-88-21-4104-F ASSOLUTE PRESSURE SHITCH	FAM 87-44800-358	STORES FACTORY	YES BOURNS NO 71732-0-5.6-00	1100
FAILURE WODE-COHTAHINATION IS ALLOWED). FAILUME CAUSE	FAILURE MODE-COHTAMINATION, THE RESISTANCE, BETWEEN ELECTRICAL CONNECTOR PINS A AND C WAS 18 OHMS (2.5 OHMS MAXIMUM 18 allowed). Failume caused by comtaminany layer buildup on the resistance mandrel	AL CONNECTOR PING A THE REGISTANCE MAND	AND C MAB 18 OHHS	CE.S OHNS MAXINUM	
CORRECTIVE ACTION-THE VE	CORRECTIVE ACTION-THE VENDOR CHANGED THE CLEANING PROCESS.				1
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMSDUC ERB	SF-99-24-4181-F COMMUTATOR GEAR HOTOR	FAR	6308E3 FACTORY	YES BENDIX NO 1096483-33	

FAILURE MODE-CONTANINATIOM, THE UNIT WAS REJECTED WHEN AN ASRUPT INCREASE IN SPEED FROM 10.0 RPS TO 10.43 RPS WAS O BSERVED, EXACT FAILURE MODE COULD MOT BE CONFIRMED, HOMEVER, THE MOTOR SPEED WAS EXCESSIVE, THE MOTOR GOVERNOR CONTA CTS MERE OUT OF ADJUSTMENT DUE TO MEJAL NIGRATION AND THE PORNING OF PITS ON THE GOVERNOR CONTACTS.

PAGE 0200

SENERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE

		:		*	,	:		
	:	•		*		21500	· · · · · · · · · · · · · · · · · · ·	
VENDOR NAME VENDOR PART NO	REVIEW OF THE H		MOT SUFFICIENT TOO HARROM, FA TOO HAS ATTRIBU	LSO RECOMENDED BOURNS	MERE WITHIN THE ERROR DAND REGUIREMENTS. THE R PERCENT EXCLUSION AT EACH END OF T LINGTRUCIED OF THE ERROR BAND LIMITATIONS.	YES BOURNS NO	PLUS OR MENUS	
# E	3	2 8		. 99	N 4 8	ž 2	D TO	
417E TIME 01F	.VE A DEB	FACTORY	ATIONS WEEKERS CONTROLLES	AER BUPPL	HE ERROR	FACTORY	COMPARE	
VEHICLE DATE DIF	1£0 TO 94	1330	HT CALIBRALION LIBRATION ONOS WAS H OF THE	CKASE LEY	R PERCENT	630821	B PERCENT ACTIVITIE	
DIF DATA SOURCE PART HUMBER	. VENDOR WAS RESUES	FAR 88-13886-808	EN TESTING, PREFLIG SO TO 100 MILLISC CING THE PULSE MIDI	IRCUIT OF THE TRANS T LEVEL AND AT A PA FAR T-D1731-9		7-01738-3	0.45 AND MINUS 5.0	
FEBT/REPORT NUMBER FAILED COMPONENT NAME	CORRECTIVE ACTION-GOVERNOR CONTACTS WERE BURNISHED AND RESET. VENDOR WAS RESUESTED TO HAVE A DESIGN REVIEW OF THE Tor. (Ref. far 8P-88-84-8877).	89-88-4077-F POACR BUPPLY	FAILURE MODE-OUT OF TOLERANCE, DURING FACTORY TELEMETRY SYSTEM TESTING, PREFLIGHT CALISSATIONS WERE MOT SUFFICIENT FOR USE AS ZERO AND 100 PERCENT CALISSATIONS FOR RF 1, CHANNELS 4 THROUGH 161. CALISSATION PULSES WERE TOO HARROW, FA ILURE MAS COMPIRMED, THE PULSE WIDTH MAS 38 MILLISECOMDS WAS COMPIRMED. THE PULSE WIDTH MAS 38 MILLISECOMDS WAS EXPECTED. CAUSE MAS ATTRIBUTED TO SPIKING SENERATED BY THE TRANSDUCER POWER SUPPLY, REDUCING THE PULSE WIDTH OF THE INFLIGHT CALISBRATOR.	FILTER BE ADDED TO THE INPUT C WIDIN BE CHECKED AT A CONFONEM 1-24-4118-F IURE TRANSOUCER	FAILUPE MODE-OUT OF TOLERANCE REPORTED ON TWO TRANSOUCERS. THE TRANSDUCERS MERE WITHIN THE ERROR DAND REGUIREMENTS. THE FAILURES MERE REPORTE EXCLUSION AT EACH END OF THE PLOT. IN PLOT. CORRECTIVE ACTION-FAILURE NOT COMFIRMED. GD/C CALIBRATION PERBONNEL WENE REINSTRUCTED OF THE ERROR BAND LIMITATIONS.	A-A9-24-4078-C PRESOURE TRAMBOUCER	FAILURE MODE-OUT OF TOLERANCE. THE UNITS ERROR BAND WAS PLUS D.45 AND MINUS 5.05 PERCENT COMPARED TO PLUS OR MINUS 1.5 Percent Reguired. Corfective action-wone bince Rel Memo 85-65-173 Directed that Failure amalysis activities be minimized om atlas wea	
#7876# #376#-808	CORRECTIVE ACTION-GOVERHOR CON OTOR. (REF. PAR 8P-88-24-8877).	INSTRUCTATION-A/S TELEMETRY SET AND TRANSDUC	FALLURE MODE-OUT OF TOLER FOR USE AS ZERO AND 101 PGI ILURE WAS COMFIRMED. THE TED TO SPIKING SEMERATED BY	CORRECTIVE ACTION-REGUESTED A THE INFLIGHT CALIBRATOR PULSE INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC PRESS ERS	FAILURE MODE-OUT OF TOLER THE FAILURES WERE REPORTE ME FLOT. CORRECTIVE ACTION-FAILURE AND RESECTION CRITEDIA.	on or	FAILURE MODE-OUT OF TOLERS 0.9 PERCENT REGUINED. CORRECTIVE ACTION-NONE BIN	POH TELEMETRY BESTENS.

SENERAL BYNAMICS CONVAIR BIVISION

**** *** **

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	* 3 * 6 * 6 * 6 * 6 * 6 * 6 * 6 * 6 * 6					*******				
PRE VENDOR NAME OTH YENDOR PART NO	YES SERVONIC MO	ENCE VOLUME DEC	T OTENTICE OF	VES BERVONIC NO	THE OPERATING RANGE. FAILURE ATTRIBUTED THE ANALYBES RESULES, MITH CAUTION EMPNA	BOURNS	ANDARDS LABORAT SMORTED TURNS R	. SHORTED TURNS	YES BOURNS	DUE TO A FILM IBING POSSIBLY
	1	LLOWA REFER	5	÷ 2	י אות	2 8	87 81.	ATION	÷ 2	EXERC
TIME DIF	FACTORY	A TO THE	LURE AND	FACTORY	G RANGE.	FACTORY	CPORTED OTENTION	HIS OFER	FACTORY	N THE EL.
VEHICLE DATE DIF	130061	SEURE DUE	I UK LY	2850 650621	OPERATER	6304£1	ANDS AS R	ERS FROM	***************************************	FERENCE O
DIF DATA SOURCE PART NUMBER	FAR 27-01346-38	STATIC ERROR OF A MINUS R.24 PERCENT, ALLOWABLE ERROR IS PL CORRECT REFERENCE PRESSURE DUE TO THE REFERENCE VOLUME SEC THE PARTICLE AND OF THE WALLING AND OF THE OVERBERABLES	TANDOM BE AMORRED O	7.01780-8	ERROR THROUGHOUT THE OVC PERSONNEL OF THE	FAR 7-01720-5	FOLERANCE ON ERROR B	ION FIBER PIPE CLEAN	FAR 7-01781-8	POSDIBLY CAUSED BY A LIGHT INTERFCRENCE ON THE ELEMENT DUE TO A FILM THE VENDOR RENGING THE ELEMENT MITH CITRIC ACID. EXERCIBING POSSIBLY
TEBTARFORT NUMBER FAILED COMPONENT NAME	BP-99-R4-4118-F Parbucke Transducke	ATTRIBUTED TO LOSS OF	-68-K4-6011 KELOMAEMOIMB IMAI INE	1. 2. 0. 0. 0. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.	FAILURE MODE-STRUCTURAL, UNIT EXHIBITED 1 POSITIVE STATIC ERROR THROUGHOUT THE OPERATING RANGE, FAILURE ATTRIBUTED O OVER PRESSUREZATION AND ROUGH HANDLING. (CORRECTIVE ACTION—RAR SP-SO-ZA-BOSG INFORMED RESPONSIBLE 6D/C PERSONNEL OF THE ANALYSIS RESULFS, MITH CAUTION EMPHALTED RESPONSED AND THE ANALYSIS RESULFS, MITH CAUTION EMPHALTED.		FAILURE HODE-COMIAMINATION, THREE TRANSDUCERS WERE OUT OF TOLERANCE OM ERROR BANDS AS REPORTED BY STANDARDS LABORAT RY, THELE UNIT FILURES NERE ATTRIBUTED TO COTTOM FISERS FOUND WITHIN THE UNIT AND TO POTENTIONETER SHORTED TURNS R SULTING FROM WEAR.	CORRECTIVE ACTION-VENDOR ACTION HAS REMOVED THE USE OF COTTON FISER PIPE CLEANERS FROM HIS OFERATION, SHORTED TURNS Nehe comsidered caused by Mormal, service Mear.	89-00-24-4115-F PRESSURE TRANSDUCEA	FAILURE MODE-COMFMINATION, ERRATIC OPERATION POBDIBLY CAUSED BY A LIGHT INTERFCIENCE ON THE ELEMENT DUE TO A FILM THE FLEWENT, THIS FILM FORMS AS A RESULT OF THE VENDOR RINGING THE ELEMENT MITH CITRIC ACID. EXERCISING POSSIBLY HORE OFF THE FILM.
BUB-BYBTEK	INSTRUMENTATION-A/8 TELEMETRY BET AND TRANDOUCERS	FAILURE MOE-OUT OF SPECIFICATION, US OR MINUS 1.0 PERCENT, FAILURE IS ONING PRESSURIZED.		IMSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FAILURE MODE-STRUCTURAL. TO OVER PRESSUREZATION AND CORRECTIVE ACTION-RAR SP-) y	FAILURE HODE-COMTAHINATIC ORY, THELE UNIT FAILURES I ESULTING FROM WEAR.	CORRECTIVE ACTION-VENDOR	INSTRUMENTATION-A/B TELENTIRY SET AND TRANSDUC ERS	FAILURE MODE-CONTANINATIO ON THE ELEMENT. THIS FILM MORE OFF THE FILM.

SENERAL DYNAMICS CONVAIR DIVISION

18 JUN 1848

<u> </u>	87.81EN 8.3-87.8TEN	TEST/REPORT HUNBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	TIME DIF		PRI VENDOR NAME OTH VENDOR PART NO	_
<u></u>	MOLITANIAN TATA TATANANA	EASTHONE MAY COMPIDENTAL THE VEHICLE MAS CHANGED THE BINSING ACENT FROM CITRIC ACID TO DISTILLED WAT	A SWIENIE THE CREAT	ENT FROM CI	TRIC AC		DIBTILLED WAT	98070
		BP-A9-E4-4069-F	FAR 27-12848-903	2240 830617	FACTORY	n S	YCS UNITED ELECTRO NO -DYNAMICS 14564-6	
	FAILURE MODE-OUT OF EXPECTED T ORDS INDICATED SUSTAINER CUTOFF & AITRIBUTED TO AN IMPROPERLY T & INPUT SEING OPEN CIRCUITED.	FAILURE WODE-OUT OF EXPECTED TEAT VALUE, SIGNAL CONVERTER FAILED DURING FACTORY CHECKOUT TESTING WHEN TELEMETRY REC ORDS INDICATED SUSTAINER CUTOFF AT VERNIER CUTOFF (CHANNEL 14, SEGMENTS & AND 13). FAILURE WAS COMFIRMED, FAILURE WAS A ATTRIBUTED TO AN IMPROPERLY ROUTED WIRE RESULTING IN PEGNENTS & AND 13 BEING COMMON TO SEGMENT 53 INPUT AND SEGMEN T & INPUT SEING OPEN CIRCUITED.	FAILED DURING FACTOR 14, SECHENTS & AND 1 ENTS & AND 12 SEING	T CHECKOUT S) FAILURE COMMON TO A	TESTING WAS CO EGMENT	MFIRM	TELEMETRY REC ED. FAILURE WA Put and bechen	
	CORRECTIVE ACTION-RECOMME RE AND POST MODIFICATION C	CORRECTIVE ACTION-RECOMMENDED THE APPROPRIATE PRODUCTION AND INSPECTION PERSONNEL BE INFORMED OF THE AND POST MODIFICATION CHECKOUT PROCEDURES BE CHANGED WHERE NECESSARY TO DETECT INFROMER MIRTHG.	IND INSPECTION PERSON	INEL BE INFO	AHED OF	¥ .	THE CAUSE OF FAILU	
L	IMETRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	INSTRUMENTATION-A/N SP-08-E4-4E02-F TELEMETRY SET AND TRANSDUC GSCILLATOR-FILTER; ELECTRICAL ERS	4AR 86-01174-955	* *******	FACTORY	\$ Q	YES BEHDIX	
	FAILURE MODE-OUT OF TOLERA E G.GNB TO G.SAB VOLT AC. T T TWICE THE REBUIRED VALUE.	FAILURE NODE-OUT OF TOLERANCE, THE BUDCARRIER OBCILLATOR HAD A MAXINUM OUTPUT OF D.037 VOLT AC. SPECIFIED LIMITS AR E 0.039 TO 0.949 VOLT AC. THE FAILURE WAS CAUSED BY A DEFECTIVE FILTER WHICH HAD AN OUTPUT INPEDANCE OF APPROXIMATEL Y TWICE THE REQUIRED VALUE.	AD A MAXINUM OUTPUT TIVE FILTER WHICH MA	OF B.B37 VC B AN OUTFUT	A.T. AC.	BPEC1	FIED LIMITS AM F APPROXIMATEL	
	CORRECTIVE ACTION-THE SPE	CORRECTIVE ACTION-THE SPECIFICATION DRAWING WILL BE REVISED SHOWING THE OUTPUT MONITOR LOAD LIMITS.	O SHOWING THE OUTPUT	MONETON LC	MO LIMI	:		1
<u> </u>	INSTRUMENTATION-A/B FAR-NX-09-24-4072C TELEMETRY SCT AND TRANSDINC PREDBING TRANSDUCER	FAR-NX-09-24-4072C Pardeint Transducem	98-96430-48	83.6-15 63.085.9	FACTORY	2 8	YES BERVONIC NO H-178-2	*
	FAILURE MODE-ELECTRICAL O Trib was camcelled by Atla I to be analyzed,	FAILURE MOSE-ELECTRICAL OPEN, THE TRAHSDUCER WAS REJECTED WHEN AN INTEPMITTENT OPEN CONDITION WAS EXPERIENCED. ANAL 1818 MAS CAMCELLED BY ATLAS HEAPON STRTEM PROJECT UPPICE STATING TRANSDUCER FAILURES IN 1.1E NIKE-ZEUB PROGRAH ANE MO 1 TO BE ANALYZED.	WHEN AN INTERNITTEN! ATING TRANSOUCER FA!	CHEN CONTI	TION WA	# 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	ERIENCED. ANAL PROGRAH ARE NO	
	CORRECTIVE ACTION-MONE,		Arbeit des					 1
			Andreas de la company de la co			1	PASE DEST	7

**** *** **

CIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRSORME

#/##EM #U#-#U#	FAIL	TEST/HEPORT NUMBER	DIF DATA BOUNCE PART NUMBER	VEHICLE BITE DIF	AITE TINE DIF	3 5	VENDOR HAME VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC ERS	SECRETAR	TRANBOUCER	UTPQUAL/FFT	610066	FACTORY	÷ 2	TES BOURNS	*
FAILURE MODE-STRUCTURAL, AS CAUSED BY A METAL FOIL DIAPHRAM.	DURING THE COVERING O	DURING THE INITIAL ACCEPTINCE CALIBRATION, THE ERROR MAB MINUS 3.72 PERCENT, THE FAILURE OVERING ON THE BEHBING HEAD (PORMING A MERMETIC BEAL) DETACHING AND ALTING LIKE A BECOMD	LIBRATION, THE ERROR MMING A HERMETIC SEAL	MAS MINUS) DETACHII	1.78 PER	TING TING	THE FAILURE W LIKE A SECOND	
CORRECTIVE ACTION-AN EPUX	KY BEAL WAS	AN EPOXY SEAL MAS SUBSTITUTED FOR THE METAL FOIL.	ETAL FOIL.					
INSTRUMENTATION-A/8 TELEMETRY SET AND TRANSDUC ERS	I .	8P-43-24-6057F SIGNAL COMYCRIER COMMUTATOR	FAR 87-1864K-809	224D 650813	FACTORY	2 2	UNITED ELECTRO DYNAMICS 14184	***************************************
FAILURE MOSE-CONTANINATION. INTERMITTENT HOISE OF UP TO 10 PERCENT INFORMATION BANGMITH WAS REPORTED ON SUBCARRIER CHANNCL IS WHEN THE ALLOWABLE L'MIT IS SPERCENT. THE 10 PERCENT IBM WOISE LEVELS ON THANNEL 15 WERE NOT CONFIRMED. THE WOISE DATION OF THE COMMUTATOR OF THE COMMUTATOR OF THE COMMUTATOR OF THE COMMUTATOR OF THE MOISE ON TANNAMENT PARTICLES WHICH PROBABLY CAUSED THE NOISE ORIGINALLY RECORDED.	OM. INTERMA ABLE L'IMIT COMMUTATOR	HINATION. INTERHITTENT HOISE OF UP TO SO PERCENT INFORMATION BANGUITH WAS REPORTED ON SUBCARRIER I ALCUABLE L'HIT IS S PERCENT, "HE SO PERCENT IBW NOISE LEVELS ON CHANNEL 19 WERE NOT CONFIRNED. OF THE COMMUTATOR DIO REVEAL HUNGROUS SMALL CONTAMINANT PARTICLES WHICH PROBABLY CAUSED THE NOISE.	O PERCENT INFORMATION FREENT 18W NOISE LEVE WALL COMTANINANT PART	BANCWITH LB ON THA! ICLES WHIC	WAS REPORTED INEL 15 M	ERE N	ON SUBCARRIER OT CONFIRKED. UMED THE MOISE	
CORRECTIVE ACTION-RAN SPA	1805-48-65	RAR STAG-24-1981 WAS INSUED MEDICETING	DC COMMUTATORE USING GLOBE MOTORS EE PUNGED.	9108E #016	9 8 8 E	REED.		
INSTRUMENTATION-A/B SP-49-E4-4312-F TELEMETRY SET AND TRANSDUC ADSCLUTE PRESSURE TRANSDUCER ERS	ASSOLUTE PRESSU	112-F RESSURE TRANSDUCER	FAR 7-01731-9	2240 830813	FACTORY	# Q	POURNS	00164
FAILURE MODE-OUT OF TCLERANCE. UMITS CUIPUT BANDWIDTH ERROR MAS 3.5 PERCENT, NAMINUM BEVIATION IS PLUS OR MENUS 5.9 Percent. Error cause was attributed to excessive clearence between Bourdom Tube Boitom and the Phenolic Block.	RANCE, UNIT Attributed	S CUIFUT BANDWIDTH ERR TO EXCESSIVE CLEARENC	OR MAS 3.5 PERCENT, N. E. BETWEEN BOURDOM TUB	AKINUN DEN E BOITON A	TATION D	1. P. L.	S OR MINUS 1.0	
COMPECTIVE ACTION-RAR SP-48-24-8004 RECOMMENDING REVIEW OF MANUFACTURING AND BUALITY COMTROL TECHNIBUES TO PREVENT Failu: N.DE BECURRENCE.	400# - 4# - # 4 -	RECOMMENDING REVIEW O	F MANUFACTURING AND 8	UALITY COA	TROL TEC	Ş I	ES TO PREVENT	
INSTR' ENTATION-A/D A-59-24-4097-F TELEME/AY BET AND IRANSDUC OSCILLATOR FOTENTIOMETER CR8	A-59-24-4087-F OSCILLATOR POT	#7-F POTENTIONETER	7 A 10 6 6 - 0 11 17 4 - 11 18	*******	FACTORY	2 0	YES BENDIK NO 1062141-86	
FAILURE MODE-OPEM (ELECT), THE BURCARRIER ORCILLATOR FAILED DURING FACTORY CHECKCUT WHEN THE AMPLITUDE COULD MOT BE AD18FED. FAILURE WAS CONTRINED AMBLITUDE WAS ATRIBUTED TO AN OPEN CIRCUIT IN OUTPUT POTENTIOMETER 11-18 AT APPROXIMATELY THE ROOD ONN POINT. INVESTIGATIVE DAMAGE TO THE UIND ING PROMISITED EXACT LOCATION OF THE OPEN CIRCUIT.	FIRMED. AN IT POTENTION TOW OF THE	(ELECT). THE BUSCARRIER OSCILLATOR FAILED DURING FACTORY CHECKCUT WHEN THE AMPLITUDE COULD MOT BE WAS COMPIRED. AMALYSES SHOWED OUTFUT AMPLITUDE WAS ATTRIBUTED THE MOUTPUT POTENTIOMETER HI-19 AT APPROXIMATELY THE ROOD OWN POINT. INVESTIGATIVE DAMAGE TO THE WIND IT LOCATION OF THE OPEN CIRCUIT.	ED DURING FACTORY CHE MPLITUDE MAB 14 VOLT3 ATELY THE RODG OMM PO	CKGUT WHEN PE.K TO P ENT. INVES	THE AMPLEANT	11 Tu	E COULD NOT BE A ATTRIBUTED T BE TO THE WIND	

SEMERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIZE REVIEW-INSTRUMENTATION STRIEM-AIRBORME

			-				
を	TESTARFORT HUMBER FALLED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	FINE DIF	, ±	VEHICLE BITE PRI VENDOR PART NO	
CORRECTIVE ACTION-BINCE T	INCE THE EXACT CAUSE OF THE FAILURE COULD NOT BE FOUND. HEANINGFUL CORRECTIVE ACTION CANNOT BE	NOT BE FOUND, MEA	INGTU. CO	MAECTIVE	ACT10	N CAMMOT BE T	•
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	A-PP-Re-4104-F LINITER FILTER ABBEABLY	FAR 87-18300-1	110019	PACTORY	1 0	Semigle appropriate and propriate and propriet and an advantage appropriate and advantage appropriate appropriate and advantage appropriate advantage appropriate and advantage appropriate advantage appropriate advantage approp	***
FAILUME MOOK-ERRATIC OPER EVER, UMAUTHORIPED REPAIR	FAILURE MOOK-ERRATIC OPERATIOM. UNDEFIRED MODULATION MAS INDICATED IN CHANNEL B. THE FAILURE MAS MOT CONFIRMED. MOM Ever, umauthomited repair of the unit had been made and the wrong itpe berews nad been replaced in the base plate.	HCATED IN CHANNEL : ROME TYPE BCREWS N.	E. THE FAI TO BEEN RE	ILURE WAS	#01 0 # T#E	ONFIRMED, HOM BASE PLATE.	
CORRECTIVE ACTION-THE COR	CORRECTIVE ACTION-THE CORRECT BEREWS WERE INSTALLED IN THE BARE PLAIE.	IASE PLAIS.					
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	A-89-84-4108-C	FAR 87-12762-609	010010	FACTORY	4 O	YES BEHD!X	# # # # # # # # # # # # # # # # # # #
FAILURE MODE-OUT OF TOLEM BOPLE READING 18 30 PERCEN ENORGO PER BLUEPRINT, FOL	FAILURE MOCC-GUT OF TOLERANCE. TELEPAR FAILED IN FINAL CHECROUT APEA WHEN CHANNEL A, BESMENT F NEAD MEGATIVE. THE P Ropera reading is so percent of the reference voltame. Failure analysis was mot performed, instead, the telepar was r Endrico per blueprint, following remore the regated failure disappeared.	OUT APER WHEN CHAM (ANAL'818 WAB MOT (918APFEARED.	WEL A, BEG	HENT F RE	THE	CATIVE. THE P IELEPAK WAS R	
CORRECTIVE ACTION-THE TEL	CORRECTIVE ACTION-THE TELEFAK MAS REWORKED PER BLUEPRINT.						
INSTRUMENTATION-4/8 TELEMETRY SET AND TRANSOUC ERS	FAR-NG-PB-R4-40795 PRESAURT FRANSOUCER	FAR 27-01245-7	600000	FACTORY	4K8 C	YES COLVIN NO 401-A-10-75	98400
FAILURE MOE-OUT OF TOLER PRESSURE OF 2G PSIA, ANAL THE H ME-TEUS PROGRAM ARE	FAILURC MODE-OUT OF TOLERANCE. THE TRANSDUCER FAILED WHEN OUTPUT VOLTAGE WAS ABOVE SPECIFICATION LIMITS AT AN IMPUT Pressure of 80 psia, analysis was cancelled 87 atlas weapons system project office stating, transducer failures in Me is re-feus program are not to be amalyzed.	JIPUT VOLTAGE MAB AL B BTBTEN PROJECT OF	TICE SPECI	IFECATION ING. FRAN	LIMIT	WATLURED IN	
CORRECTIVE ACTION-MOME.							
INSTRUMENTATION-A/B TELENETRY OF AND TRANSDUC EAS	AABS-DOAS/PS-BBO-DS-LBB TELEMETRY CAMIDIER	COMPOSE TE-FRD/DFL	1367	=	÷ 8		

SEMERAL DYNAMICS CONVAIR DIVISION

	DIFFICULTIES REVIEW-INSTR	REVIEW-INSTRUMENTATION SYSTEM AIRSORMS	IRBORNE				,
87878 808-87878	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	7 2 5 0	VENDOR HANE	
STATEM EFFECT-ERRATIC OPERATION.	CRATION.						•
VEHICLE EFFECT-COUNTDOWN	VEHICLE EFFECT-COUNTDOMN DELAYED. HOLD OF 48 HINUTES MAS REGUINED TO REPLACE RF 2 AND	GUINED TO REPLACE R	F 2 AND 3.				
CORRECTIVE ACTION-TELEMETRY CANISTERS REPLACED.	TRY CANIBIERS REPLACED.						
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMSDUC ERB	#P-#9-g4-413g-C TLM CANIBTER	47.7 87:21.848-19.4	******	ETA	22	BENDIX 87-11341-918	***************************************
FAILURE WOUE-FAIL DURING AB PERFORMED BINCE FAILUNG	JURING OPERATION-28 VOC HAS INADVERTANTLY APPLIED TO THE 6.3 VDC CIRCUITRY, NO FAILURE ANALYSIS N Faicune mas caused by misapplication of Power,	APPLIED TO THE 6.8 OMER.	VOC CIRCU	1787. NO 1	7	RE AMALTRIB W	
CORRECTIVE ACTION-MONE.							
INSTRUMENTATION" 1/B TELEMETRY SET AND TRANSCUC ERB	A-88-24-4159-F PRE05-KE TRANSGUCER	FAR 7-05732-8	*30407	FACTORY	2 2 2 2	фонив	41114
FAILUPE MOSE-OUT OF TOLER LABORATORY, THESE PAYES M OMEDUS CALCULATION DURING:	OF TOLERAMOS. EXCESSIVE OUTPUT VOLTAGE MEASUMEMENTS MERE REPORTED ON FOUR TRANSDUCERS SY STANDANDS PAYTS MERE, TESTED AND FOLAD TO BE OPERATING MITHIN TOLERANCE. THE REPORTED FAILURE MAS DUE TO ERR DUFING CALISERTION.	BURENENTS NERE REPO NG WITHIN TOLERANCE	NTED ON FO THE REPO	UR TRANSDI RTED FAILL	K 6 8 8	STANDARDS	
CORRECTIVE ACTIOM-COGNIZANT GO/C PERSONNEL MER ORRECT METHOD IN DETERMINING STATIC ERROR BAND.	CORRECTIVE ACTION-COCHIZANY GD/C PERSONNEL WERE INFORMED OF THE RESULTS OF THIS AMALYSIS AND WERE INFORMED OF Rect Method in determining static Error Band.	THE RESULTS OF THE	8 AMALY818	AND WERE	- 1	SINED OF THE C	
INSTRUMENTATION-A/B FELEWETHY BET AND TRANSOUC ERB	A-ES-24-4096-F BUSTAINER EMGING LOS TRANSDUCER	FAR 7-01649-13	£3£0 630@UT	FACTORY V	VC .	YES ROSENOUNT ENGR	082786
FAILURE MODE-OPEN (ELECT) 8 TEMP ELEMENT,	(ELECT). OPEN SOMBITION EMBICATED. REPORTED FAILURE MOT CONFIRMED HOMEVER A BHORT MAR FOUND IN AA	ED PAILUME NOT COM	THINED HOME	TER A MHOM	1	FOUND IN AV	
CORRECTIVE ACTION-VENDOR (CORRECTIVE ACTION-VENDOM PERBONNEL ALERTED TO MOMEMANSHIP PROBLEM. IN-PPXERS INSPECTION ESTABLISHED TO CHECK ALL LDEM JOINTS.	ROBLEM. IN-PP XCESS	INBPECTION	KBTABLIBN	5	O CHECK ALL &	
			٠			t.	
							·
	Application of the second seco					TARE UZBE	_

GENERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION STRIES AIRCONNE

BYBTESS BUB-AYBY CH	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	VENICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	VENDOR NAME ENGOR PART NO	
INSTRUCCHTATION-4/8 SP-88-84-4 TELEMETRY SET AND TRANSDUC OSCILLATOR ERS	8P-88-24-4883-P OSCILLATOR	FAR 7-01488-661	*30607	FACTORY	VES BENDIX NO TOE-31		•
FAILURE MODE-OUT OF TOLER -0.2 VOLT DC MAS APPLIED OMFIRMED, HOMEVER, DUE TO MITHIN BPECIFICATIONS,	FAILURE MODE-OUT OF TOLERANCE. OSCILLATOR FAILED WHEN IT COULD NOT BE ADJUSTED TO 31,845 PLUS OR MINUS 148 CPS WHEN -0.E VOLT DC MAS APPLIED TO UNIT. THE PRESUMENT READINES OSTAÏNED WERE FRON 31,895 TO 32,010 CPS. FAILURE WAS MOT C OMFIRMED. HOWEVER. DUE TO THE WIDE PRESUMENT BANDWIDTH SLIGHT DIFFICULTY WAS EXPERIENCED IN ADJUSTING THE OSCILLATOR WITHIN SPECIFICATIONS.	ALD NOT BE ADJUSTED TAINED WERE FROM 31. F DIFFICULTY MAS ENF	TO 31,645 993 TO 32 ERIENCED	FLUS OR	MINUS 148 FAILURE W ING THE OR	CPB MHEN AB NOT C CILLATOR	
CORRECTIVE ALTION-HONCOM	CORRECTIVE ALTIOM-HONCOMFIRMATION OF THE REPORTED PAILURE MAS BROUGHT TO THE ATTENTION OF TESTING PERSONNEL.	IS BROUGHT TO THE AT	TEHTION O	TE8711M	PERBOHNEL	•	
INSTRUCTOR AT JON-A/B A-99-24-35 TELEMETRY SET AND TRANSDUC OSCILLATOR ERS	A-89-24-33583F OSCILLATOR	7.A.2 87-01866-115	430607	FACTORY	YES BENDIX NO TOE-44		12010
FAILURE MODE- OUT OF TOLE OR MIMUS SCPS. FAILURE ANA TO THE UMIT, DANAGING IT	FAILURE MODE" OUT OF TOLERANCE. OSCILLATOR WAS REJECTED WHEN IT DRIFTED IN EXCESS OF 16 CPS. THE TOLERANCE IS FLUS OR MIMUS SCPS. FAILURE AMALTSIS WAS TERMINATED SECAUSE THE INVESTIGATING ENGINEER APPLIED EXCESSIVE FILIMENT VOLTAGE TO THE UNIT: DAMAGING IT TO A POINT WHERE HO VALID TEST REBULTS COULD BE OSTAIMED.	I IT DRIFTED IN EXCE HVESTIGATING ENGINEE A,TB CONLD RE OBTAIN	33 Of 36. A APPLIED	CPS. THE	TOLERANCE E FILIMENT	FS, PLUS YOUTAGE	
CORRECTIVE ACTION-NOWE.							
INSTRUMENTATION-A/B 5P-99-24-4158-F TELEMETRY BET AND THANSOUS CRELLATOR/E UNITS ERB	28-99-24-4158-F CBC1LLATOR/E UMITS	FAR 7-01488-861	637806	FACTORY	YES BENDIX WO SOASSEN	N.	***************************************
FAILURE MODE-OUT OF SPECE.	FAILURE MONE-OUT OF SPECIFICATION. OBCILLATOR FREGUENCY DRIFTED TO 2833D CPS WHEN 28135 PLUS OR MINUS 148 CPS IS SP Ecified. The Failure was caused by aging Of the circuit components in the modulator stage.	TED TO 28330 CFS WH MENTS IN THE MODULA	EN 28135	4 80 80 1.	2 841 SUN1	:	
CORRECTIVE ACTION-NEW TES	COMMECTIVE ACTION-NEW TEST PROCEDURE FOR BURN IN OF DSCILLATOR MODULES IS BEING USED. APPROPRIATE EOPS ARE BEING ME 118ED TO CALL FOR BURN IN TEST TO BE ACCOMPLISHED PRIOR TO COMPONENT TESTING OF THE TELEMETRY PACKAGE.	CR MODULES IS BEING MPONENT TESTING OF	USED. AP THE TELEM	HOPRIATE	EOFB ARE AGE.	## 3× 24	
INSTRUMENTATION-A/8 8P-88-24-4087-F TELEMETHY SET AND TRANSDUC POWER: SUPPLY: TRAASFORMER	\$P-88-24-4087-F Power Supply, Transformer	FAR 27-11841-919	436	FACTORY	YES 1048173-2-A	3-8-A	

FAILURE MODE-OUF OF SPECIFICATION, FOWER BUPPLY FAILED DURING MISSILE CHECKOUT MEN ITS OUTPUT EXCEEDED EOF 350.328
.38 SPECIFICATION TOLERANCES. FAILURE '48 CONFIRMED, AMALTSIS SHOWED THE 3DD YOLT D-C OUTPUT MEASURED 324.8 YOLTS D-C MIN THE 850 YOLT D-C SECTION UNLOADED, MAXIMUM ALLOMABLE IS 824 YOLTS DC, MISH OUTPUT WAS ATTRIBUTED TO TRANSFORM ER 7-EDI WHICH MAD AM EXCESSIVE TURNS RATIO COMPAND TO THE CALCULATED TURNS MATIN TO CORRECT YO

LTAGE OUTPUT.

SEMERAL DYNAMICS CONVAIR DIVISION

**** **** ***

DIFFICULTIES SEVIEW-INSTRUMENTATION STREEM-AIRBORNE

8787EH 8UB-8781EH	TEST/REPORT NUMBER FREEG COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI VE	VENDOR HANE VENDOR PART NO	
					002569
CURRECTIVE ACTION-REGUES WE OF THIS FAILURE MODE.	CURRECTIVE ACTION-RESUGSTED VENDOR TO REVISE PERTIMENT SUALITY CONTROL AND ACCEPTANCE PROCEDURES TO PREVENT RECURRE Ke of this failure mode,	ITY CONTROL AND ACC	EPTANCE PROCEDURES TO PRE	IVENT RECURRE	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC ERS	#P-98-24-4048-F K AMPLIFIER-CAPACITOR	FAR E7-11841-919	2830 FACTONY VES BI 830805 NO	VES BENGIN-PACIFIC NO	•
FAILURE MODE-ELECTRICAL GED WIRE OR FLAW IN THE T FAILURE CAUSED DESTRUC- UMD.	FAILURE MODE-ELECTRICAL BHORT, 28 VOLT INPUT TO PACRAGE BHORTED TO GROUND. TWO POSSIBLE CAUSES FOR FAILURE ARE DAMA FED WIRE OR FLAW IN THE INSULATION AND CONTAMINATION IN THE AREA FORMING AN ARC PATH CAUSED DESTRUCTION OF 2 TRANSISTORS IN PUR AMPLIFIER FORMING A SHORT CIRCUIT BETWEEN 28 VOLT INPUT AND GRO UND.	NEED TO GROUND. THE AREA FORMING AN ARC ER FORMING A SHORT	POSSIBLE CAUSES FOR FAIL PATH CAUSING A SHORT CIL CIRCUIT BETWEEN 28 WOLT	LUME ARE DAMA RCUIT. PRIMAR INPUT AND GRO	
CORRECTIVE ACTION-SURVE ICATIONS REMOVED 050 VOL	CORRECTIVE ACTION-SURVEY 72-53 REMOVED ALL POMER SUPPLIES CONTAINING SUESTIONABLE CAFACITORS FROM THE SYSTEM. MODIF Ications removed 850 volt line and installed grownets on cafacitors cros and Croz.	ONTAINING BUESTIONA ACITORS CRD1 AND C	BLE CAPACITORS FROM THE DE.	STRTEM. WOOLF	
INSTRUMENTATION-A/B TELEMETRY ARY AND TRANSCUC ERB	MZ-00-E4-3373.F	FAN B7-01366-16	630805 FACTORY YES B	TES SERVONIC	491364
FAILURE WODE-STRUCTUMAL. ATION IN THE BRAZED JOINT.	FAILUME WODE-STRUCTUMAL. UMIT FAILED DUE TO LEAKAGE AT THE BOURDOM TUBE BASF, LEAKAGE WAS CAUSED BY VOIDS AND BEPAR Atiom in the brazed joint, unit had mot been leak tested.	BOURDON TUBE BABE.	LEAKAGE WAS CAUSED BY WO	108 AND BEPAR	
CORRECTIVE ACTION-VEHDO ALLOY, VEHDOR IS COMDUC	-VEHDOR PERFORMED REVIEW OF BRAZIMG TECHNIQUES AND ARE EVALUATING A MEW FLUX COATED SILVER SRAZING COMJUCTIMG EXTENSIVE INVESTIGATION WITH THEIR ENGINEERING AND GUALITY DEPARTMENTS.	GUES AND ARE EVALUA EIR ENGINEERING AND	TING A MEW FLUX COATED & BUALITY DEPARTMENTS.	ILVER BRAZING	
IMSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	A-18-24-4082-F JC PRESture, Transducer	FAR 7-01720-5	137F FACTORY YES S 430805 NO	VES SERVOMIC NO	*1010
FAILUME MODE-OUT OF TOL	OF TOLERANCE. EXCESSIVE DISTORTION CAUSED BY 1. MICH FREQUENCY RIPPLE IN THE HYDRAULIC SYSTEM CAUS- Ion across the redistance winding and 2. Potentioneter wear danage.	BY 1. HISH PREDUKH OTENTIONETER WEAR	Y RIPPLE IN THE MYDRAULI TAXAGE.	C BYBTEN CAUB	
CORRECTIVE ACTION-EOF A	CORRECTIVE ACTION-EOP 405.30 RELEMBE REQUIRING SAS PRECHARGE OF BOOSTER AND SUSTAINER HYDRAULIC ACCUMULATORS OF 230 PSIG.	E OF BOOSTER AND BI	BTAINER HYDRAULIC ACCUMU	LATORS OF 250	

CONVAIR DEVENOR

*** ***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE	UMENTATION SYSTEM"A	I RBORNE				
M31878-8U8	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	NAME LRT NO	
INSTRUMENTATION-A/B IELEHETAT BET AND TRANSDUC ERS	A-88-E4-4061-F ABSOLUTE PRESSURE TRANSDUCER	FAR 7-01781-9	1375	FACTORY	YES BOURNS NO		• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-OUT OF TOLERAN E WAS AITRIBUTED TO AN OUT O ENTING BILICOME OIL DAMPING.	TOLCBANCE. THE UNIT DEMONSTRATED 18 PERCENT NOISE: WHEREAS 5 PERCENT NOISE 18 ALLOWABLE. FAILUR In out of tolerance clearance between the Bourdon Tube and the Vibration Damping Plate Thus Prev Jampins.	CENT NOISE; WHEREAS E BOURDON TUBE AND	S PERCENT THE VIBRAT	NO18E 18 ION DANFI	ALLOWABLE.	7431 UR	
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR HAS INITIATED 100 PERCENT DAMPING PLATE CLEARANCE AND VIBRATION TESTING OF UNITS	PLATE CLEARANCE AND	VIBRATION	76871146	OF UNITS.		
IMSTRUMENTATION-A/B TELENCTRY BET AND TRAMBOUK EPS	8F-88-24-4144-F OSCILLATOR RESISTOR	7-01064-833	630603	FACTORY	YES SENDIX NO TOEAS		*015**
FAILURE MODZ-OUT OF TOLER WAS EXPECTED. FAILURE WAS	TOLERANCE. CHEILLATOR WAS MON-LINGAR. CENTER PRESUENCY WAS 7884 CPS WHEN 7850 PLUS MINUS 23 CFS Ke was due to excessive signal voltage and improper risistance value for R-6.	EHTER FREGUENCY WAS ND INFROPER RIGISTA	7394 CPS HCE VALUE	WHEN 7350 FUR R-6.	SUMIN SULF	5	
CORRECTIVE ACTION-CHECKON	CORRECTIVE ACTION-CHECKOUT PERBOHNEL MERE INFORMED OF OVERVOLTAGE, VENDOR WAB INFORMED OF THE USE OF Ents.	OLTAGE, VENDOR WAB	INFORMED O	F THE USE	OF IMPROPER COMPO	Outro	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	8F-A9-24-4045-F TLM CANIBTER, WIRING	FAR R7-11541-015	2630 630803	FACTORY	724 BENDIK NO		*****
FAILURE MOCE-OUT OF TOLER FAILURE CAUSED BY IMPROPE	TOLERANCE, CHANNEL 14 VARIED ABOYR AND BELOM SPECIFIED LIMITS. SES ES PRODUCEO NES SOINS PULSE. Properly soldered wire at terminal Bip.	BELOW SPECIFIED LIN	170. 26.	a PRODUCE	0 NEG 601NG	· ces	
CORRECTIVE ACTION-HOME. CONNICURRENCE ON PUTUNE ABBENGLIES.	COMMITMENTS FOR THIS PRODUCT MAYE BEEN MET MOMEYER COMDITION WAS NOTED TO ASSURE AGAINST RE	EEN HET HOMEYER CON	DITION WAL	MOTED TO	ASBURE AGAI	NST RE	
INSTRUMENTATION-A/B FELENETRY SET AND TRANSOUC ERS	SP-AE-E4-4050 AUXILIARY BIGMAL COMOITIONER	FAR 27-12366-867	***************************************	FACTORY	1 0		
FAILURE MODE-OUT OF SPECE CE READING AND SEGMENT ES OHM LOAD MESISTOR NOT BEIN	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE, CHANNEL 13 SESNENT S. A TEMPERATURE READINS, SAVE AN OUT OF TOLERAN CE Reading and besent 23 (THE 100 Percent Calibration Plus) ment down to 83 percent, pailure was caused by the SGO ONN Load resistor not being in place when the Test was Run.	SCRENT S. A TENTER WENT DOWN TO 63 PE	ATURE REAS RCENT. FAL	LURE WAS	CAUSED BY TH	OLERAN E SEU	

SENERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME

	DIFFICULTIES BEVIEW-INSTRUMENTATION SYSTEM AIRBOANE	UMENTATION SYSTEM'S	RECAME			-		
a' a 16 x a ca - a 7 a 16 x	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUNSER	VEHICLE DATE DIF	BITE TIME DIF	VEHICLE BITE PRI VENDOR MAME.	PART NO		
CORRECTIVE ACTION-CAUTION	CORRECTIVE ACTION-CAUTION TEST PERSONNEL TO ASSUME THAT PROPER COMPISURATION	PER CONFIGURATION 1	3 ESTABLES	150 BEFO	13 ECTABLISHED BEFORE PERFORMING TESTS	4 1631 4	:	
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSOUC BL	AA83-0045/F1-6CO-02-138 Bubcarier Oscillators	COMPOSITE-J FACT	136F 63080&	11	YES NO			
FAILUPE MODE-OUT OF TOLERANCE. FREGUENCY BHIFT.	WCE. BUGGARNIER CACILLATONS FOR CHANNELS 4:8:8: AND 50 OF RF 5 MERE HOTED TO HAVE CENTER	HANNELD 4.8.8. AND	10 Of BF 1	MCR RO	ED TO HAVE	CENTER		
STATEM EFFECT-IMPROPER ANAL	STSTEM EFFECT-INFROMER ANALOG SIGNALS, SIGNALS MERE FROM SS PCT TO 65 PCT 18M WHEN 50 PCT 18M MAS EXPECTED.	PCT TO 68 PCT 18W	MEN 30 PC	AN WAL 7	EXPECTED.			
VEHICLE EFFECT-MOME.								
CORRECTIVE ACTION-RF 1 MAS	F 1 MAS REMOVED AND REPLACED. THE OGCILLATORS WERE READJUSTED IN THE TELEMETRY LAB-	ATORS WERE READJUST	ED IN THE	TELENETA	LAB.		····	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC CC	AA63-0045/P1-8CO-02-156 Commutator-wires	COMPOSITE-8 FACT	136F 690808	.	4E8		81200	
FAILURE HODE-BACKT (ELECT), 6AC	(ELECT). GROUNDED PISTAIL MIRE WAD ERRONEOUBLY CONNECTED TO A HEASURENEM BISMAL INPUT IN THE CO EAS. 1950V).	EGUSLY COMMECTED TO	A HEASURE	MENT 816	AL IMPUT S	THE CO		
SYSTEM EFFECT-IMPROPER AMAI	BYBIEN EFFECT-IMPROFER ANALOG BIGNALS, ARNA MEABURENEUT I 930 V INDICATED ZERO VOLTS MHEN A MOMINAL 3 VOLTS MAS EXP CIED.	BG V IMDICATED ZERO	YOL TS 1465	1 A MOH1	IAL B VOLTA	MAS EXP		
YENICLE EFFECT-NOME.								
CORRECTIVE ACTION-PROBLEM 1	CORRECTIVE ACTION-PROBLEM WAS CORRECTED BY REMOVING THE WIRE.	Ε,						
INSTRUMENTATIOM-A/B ## TELEMETRY BET AND TRANSDUC ON	8F-43-24-4047-F OGCILLATOR	FAR 7-01488-861	263D 630808	FACTORY	YES BENDIX NO TOE-31		•	
FAILURE MODE-OUT OF TOLERAN	TOLERANCE, CHANNEL 13 OPERATED ABOVE HIGH FRED BAND EDGE, FIRST AT RR PERCENT AND LATER LEVELED Failure caused by ageing components in modulator stage.	CH FRED BAND EDGE.	F1887 AT 4	# PERCEN	T AND LATER	PEVELED		
CORRECTIVE ACTION-ROUND CAI	COMBECTIVE ACTION-ROUND CAMB REPLACED BY HEW LIGHTHEIGHT CAMB UBING TRANSISTORIZED OSCILLATORS. BURN-IN PROCEDURE BITTEN, BURN-IN TO BE ACCOMPLISHED PRIOR TO COMPONENT TESTING OF TELEMETRY PACKAGE.	MB USING TRANSISTORIZED M OF TELEMETRY PACKAGE.	FEED OGCIL	LATORS.	- 14 PRO	M JUNE		
					Į.			*
					•	PASE C284	_	

SENERAL DYNAMICS CONVAIR DIVIBION

						Control of the Personal Property and Publishers	,
BYBTEN BUB-RYBTEN	TESTREPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	817E TIME DIF	P'41 O TH VE	VEHICLE BITE PAT VEHOOR MANE DATE OF VEHOOR PART NO	
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSOUCERS	A-89-E4-403E-C	FAR 87-18374-603	200040	FACTORY	.† ≩		<u>:</u>
FAILURE MODE-FAILED MCELLED PER MAIVER D	FAILURE MOG-FAILED DURING OPERATIOH, NO VOLTAGE OUTPUT WHEN THERE SHOULD HAVE BEEN 5 VOLTS OUTPUT, AMALYSIS WAS CA Meelled per waiver dycument 63-61-60% Dated July 84, 1868.	T WHEN THERE SHOULD HAVE	DEEN S V	outs outs	JT. AHAL	VALS WAS CA	
CONNECTIVE ACTION-1634E.	-34E.						
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	A-38-24-4039 NSDUC ELECTRICAL FILTER	FAR 27-12662-3	******	FACTORY	ş ş		0 2 2 2 3 4
FAILURE MODE-OUT OF SPE ESOMANCE CURPE, MAS 7.R ANNEL E BANDPASS FILTER	FAILURE MODE-OUT OF SPECIFICATION. THE LIHITER FILTER FAILED WHEN THE CUTPUT OF CHAMMEL 2, AT THE HIGH. SOMANCE CHAMEL 2, AT THE HIGH SOMANCE CHAME, WAS THE WAS ATTRIBUT. SOMANCE CHAME, WAS THE WAS ATTRIBUT. INDUCTORS CHAMED INDUCTANCE VALUES WITH PRESSURE OR TEMPERATURE APPLIED.	FAILED WHEM THE CUTPUT O V). THE FAILURE WAS COMM MCE VALUES WITH PRESSURE	F CHAMMEL IRMED. CA	E, AT TH USE WAS A RATURE AP	TTRIBUTE	CUTPUT OF CHANNEL B. AT THE HIGH END OF THE R WAS CONFIRMED. CAUSE WAS ATTRIBUTED TO THE CH PRESSURE OR TENPERATURE APPLIED.	
CORRECTIVE ACTION-RESULTS OF TURE CYCLED AFTER FINAL PRODUC	CORRECTIVE ACTION-RESULTS OF FAILURE AMAITSIS MEME SENT TO VENDOR MNO REPLIED THAT ALL FUTUME UNITS WILL BE TEMPERA. Ture cycled after fimal Production Testing.	T TO VENDOR WHO REPLIED	THAT ALL	FUTURE UN	118 WILL	L BE TEMPERA	 +
INSTRUMENTATION-A/B F1-6CO-G1-13 TELEMETRY ACT AND TRANSBUC TEM CANISTER	FA-SCO-GI-136 AMPDUC TEM CANESTER	COHPOBITE-8 PACT	1367	CTR-11	3 9		
FAILURE MODE-SHORT EL PITCH RESOLVER BIGNAL.	FAILURE MODE-BHORT ELECT"A BHORT IN THE TELEMETRY PACKAGE CAUSED INCORRECT DATA TRANSMIBSION OF MEASUREMENT ISSUM.	ASE CAUSED INCORRECT DAY	IA TRANSMI	90 HO188	MEA BURE	MCMT 18304.	
BTRKEN EFFECT-NONE,	•••			٠			
VEHICLE EFFECT-WONE.	~:						
CORRECTIVE ACTION-C	CORRECTIVE ACTION-CANIBIER REPAIRED AND REPLACED.						-+
SHRINGHTATION-A/B TELEMETRY BET AND TRA	SHETRUMENTATION-A/B SF-89-24-4086-F TELEMETRY BET AND TRANSDUC FILTER, WIRING ERB	#-####################################	*******	FACTORY	1 0		
PAILURE MODE-OUT OF ACAI ACAI ACAI ACAI ACAI ACAI ACAI ACA	FAILURE MODE-OUT OF TOLERANCE, BAMDPASS FILTER FAILED DURING NANUFACTURING BENCH TEST WHEN CHANNEL & BEVIATION VOLT Ase could not be adjusted, Failure has confirmed, output of channel & was intermittent during analysis, Failure Mas Caredor by High Resistance electrical connections which mere a result of Not Boldering the Connections of the Botions Of the Caredor acasos.	DURING MANUFACTURING BEI IT OF CHANNEL B WAS INTE MERE A RESULT OF NOT BOO	MENTAGENT OF THE THE THE	HEN CHAN- JURING AM-	IEL 3 DE 117818. 71048 OF	VIATION VOLT	
OF THE CIRCUIT BOAT							

GENERAL DYNAMICS CONVAIR DIVIDION

12 JUN 1964

DIFFICULTIES REVIEW-INSTRUMENTATION STRICK AIRBORNE

STATEN SUG-STATEN	TEBT/REPORT NUMBER DIF DATA BOURCE VEHICL FAILED COMPONENT NAME PART NUMBER DATE D	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF T	1 0 1 K	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
CORRECTIVE ACTION-HOME, BINCE THE MANUFAC	CORRECTIVE ACTION-HOME, SINCE THE MANUFACTURE OF THIS SAMDFASS FILTER NEW SOLDERING TECHNISUES MAVE SEEM INITIATED	PASS FILTER NEW SOLDE	RING TECHN	I ME	IE BEEN INITIATED	•
EMBERUMENTATION-A/B A-A8-E4-40E3-F TELEMETRY BET AND TRAMBOUC TELEMETRY CANIBIER EAB	A-A9-R4-4023-F TELEMETRY CANISTER	FAR R7-11841-010	630729 F.	PACTORY	4E8	910
FAILURES WERE CAUSED BY PC	FAILURE WOUE-ERRATIC OPERATION. CANISTER EXHIBITED A LOM CHANNEL 14 RKADIMG AND SECHENT 20 OF CHANNES, 14 MAS OPEN. Failures were caused by poor workmanship in final checkout of the canister and insufficient inspection at that stage.	HANNEL 14 RKADING AND OF THE CANISTER AND 1	SECNENT ST	T NAPEC	INE: 14 MAR OPEN. 1204 AT THAT STAGE	
CORRECTIVE ACTION-AN AVO DATED JU CONTROL IN THE FINAL CHECKOUT AREA TED AREAS AND WAS PUT INTO EFFECT.	CORRECTIVE ACTIOM-AN AVO DAYED JULY 31, 1983, WAB 188UED TO INSPECTION SUPERVISION RESUESTING THEY IMPROVE SUALITY Comtrol in the final checkout area, the corrective actiom avo was incorporated in inspectiom procedures in the Affec Ted areas and was put into effect.	O INSPECTION SUPERVIS NO WAS INCORPORATED I	ION REBUERT H INDPECTIV	TING THE	IMPROVE BUALITY URES IN THE AFFEC	
INSTRUMENTATION-A/B FAR-SR-SR-SR-4021 TELEMEYRY SET AMD TRANSOUG TEMPERATURE TRANSOUGER ERS	FAR-SP-19-24-4021 Temperature Transoucer	7.5. 7-01664-23	2630 630728	FACTORY	YES LEWIS NO SABSEG	8 2 7 0 8 8
FAILURE MODE-ELECTRICAL O T SHOULD HAVE MEASURED SEG BASE RESISTANCE.	FAILURE MODE-ELECTRICAL OFEN. THE TRANSDUCER FAILED WHEN THE RESISTANCE MEABURED SO OHMS AT ROOM TEMPERATURE WHEN I T SHOULD HAVE MEASURED 320 CHMS. THE FAILURE WAS THE REBULT OF FRAYED INSULATION CAUSING A SHORT CIRCUIT ACROSS THE SASE RESISTANCE.	ME REBISTANCE MEASUME OF FRAYED INSULATION	CAUSING A	BHORT C	EMPERATURE WHEN I RCULT ACROSS THE	
CORRECTIVE ACTION-THE VEN F THIS TRANSDUCER, THE VEN ALSO REGLESTES TO INVESTIG	CORRECTIVE ACTION-THE VENDOR MAS REQUESTED TO DEVISE A MORE SUITABLE MEANS OF INSULATING MIRES. SINCE MANUFACTURE O F this transducer, the vendor has made improvements in technique and equipnent eliminating this problem. Vendor was also requested to investigate spot welding to attach the wires to the electrical connector.	E SUITABLE MEANS OF I Migue and Equipment e Res to the electrical	NSULATING N LIMINATING CONNECTOR	THIS PRO	NCE MANUFACTURE O BLEM. YENDOR WAS	
INSTRUMENTATION-A/B A-99-24-4100-F TELEMETRY BET AND TRANSDUC AMPLIFIER ELECTRONIC TUBE ERS	A-99-24-4100-F AMPLIFIER ELECTROMIC TUBE	FAR RT-0561R-5	6307ET F.	FACTORY	YES BENDIX NO 1077064-3-C	***
FAILURE MODE-OUT JF TOLER EN EOP 330.752 FEGUIRES NO -E DUE TO A SHOATED FILAME GED CATHODE, A'ND A FUSION CE CATHODE COATING AGGREVA	FAILURE MODE-OUT JF TOLERANCE RADIO FREGUENCY TELEMETRY AMPLIFIER INDICATED AN OUTPUT BETWEEN ZENO AND 4.5 WATTS WH EN EOF 330.762 F.EQUIRES NOT LESS THAN 7 MATTS, FAILURE WAS CONFIRMED, BOTH PUSH-PULL OUTPUT TUBES WERE INDERATIVE-Y -2 DUE TO A SHOLED FILAMENT AND A BLIGHTLY SASSY CONDITION, AND V-3 DUE TO A SPOKEN ENVELOPE SHORTED FILAMENT: DAWN 6ED CATHODE, A'M A FUSION HOLE IN THE ANODE, FAILURE OF Y-5 THE PRINARY CAUSE OF FAILURE, WAS DUE TO A HIGH RESISTAN CE CATHODE COATING AGGREVATED BY EXCESSIVE CURRENT AND POWER APPLICATION.	PLIFIER INDICATED AN CONTRINED, BOTH PUBH AND V-S OUE TO A ST THE PRIMARY CAUSE OF R APPLICATION.	OUTFUT BETA PULL OUTFUT OKEN ENVELO FAILURE, 1	UT BETWEEN ZERO AND 4-1 OUTPUT TUBES WERE ING ENVELOPE SHORTED FILAN LURE, WAS DUE TO A MISH	AMD 4.5 MATTS WHEELE INOPERATIVE-VER PLLAMENT, DAMA	

PASE 0300

CORRECTIVE ACTION-RECONMENDED THE VENDOR INVESTIGATE THE OPERATING CONDITIONS APPLIED TO THE CRISTS TUBES USED AND REDUCE CURRENT LEVELS AND POWER DISSIPATIONS MITHIN SAFE LIMITS.

SEMERAL BYNAMICS CONVAIR BIVISION

12 1CH 1866

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIDRORME

BUS-BYSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE BITE DATE DIF TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	2
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	P2-4CO-01-187 TLM CANISTER	COMPOSITE-B FACT	1870 630726	ETR-13	41.5 6	•
FAILURE MODE-ERRATIC OPER E TELEMETRY CANIBYER,	OPERATION. CHANNEL 14: MEGATIVE GATE LEVEL SIGNAL: WAS BREAKING UP. THIS IS ATTRIBUTABLE TO TH	EVEL BISMAL, WAS BR	EAKING UP.	THIS 18	ATTRIBUTABLE TO 1	3
STATEM EFFECT-ERRATIC OPE	STRIEM EFFECT-ERRATIC OPERATION DATA USABLE ONLY WITH EXTREME DIFFICULTY IN DECOMMUTATION.	HE BIFFICULTY IN DE	COMMUTATIO	÷		
VEHICLE EFFECT-NOME.						
CORRECTIVE ACTION-UNKNOWN.	ź					-
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	A-89-24-4048-C OBCILLATOR	FAR 87-12673-004	157F	FACTORY	4E&	***************************************
FAILURE MODE-DRIFT. CHAMP	CHANNEL 4 OSCILLATON DRIFTED OUT OF TOLERANCE.	ERANCE.				
CORRECTIVE ACTION-NOME. F	CORRECTIVE ACTION-WOME, FAILUME ANALYBIS CAMCELLED.					
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC ERB	A-98-24-4049-C Ylm Camibyer	FAR 27-12575-931	1374 4307E	FACTORY	YES NO	
FAILURE MODE-FAIL DURING	FAILURE MODE-FAIL DURING OPERATION, NO POMER OUTPUT, FAILURE NOT CONFIRMED.	TE NOT CONFIRMED.				
CORRECTIVE ACTION-UNKNOWN.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	A-A9-24-4078-F HARNESS UMBILICAL PLUG	FAR 87-68702-483	144D 630724	FACTORY	YES NO	***************************************
FAILURE MODE-COMTAMINATION ILICAL PLUG J-1007 AND PIN B COMTRMED AND ATTRIBUTED ICATIONS WERE MADE BY THE Y	FAILURE MODE-COMTAMINATION, MARMERS ASSEMBLY FAILED WHEN AN INTERMITTENT CIRCUIT WAS OBSERVED BETWEEN FIN AS OF UNG ILICAL PLUG J-1007 AND PIN G OF CONNECIOR P-175 DURING CHECKOUT FOLLOWING INSTALLATION IN FINAL ASSEMBLY. FAILURE WA 8 CONFIRMED AND ATTRIBUTED TO LARGE GUANTITIES OF THE SEALANT PERMATEK ON THE FACEPLATES OF THE UNGILICAL PLUG. APPL ICATIONS WERE MADE BY THE YENDOR DURING MANUFACTURE AND BY ASTROMAUTICS PERSONNEL DURING TWO SURVEYS.	CONT FOLLOWING INST. NY PERMITEX ON THE INSTANTANTOR PERSONNICE PERSONNICE	HT WAS OB HLATION I ACEPLATES HEL DURING	SERVED BE N FINAL A OF THE U TWO BURY	TWEEN PIN 43 OF U BSCWELY, FAILURE ' MBILICAL PLUG, AP EVB.	445
CORRECTIVE ACTION-RECOMMI	CORRECTIVE ACTION-RECOMMENDED APPROPRIATE FACTORY PERBONNEL BE INFORMED OF THE FAILURE WODE AND THAT BTRICT ADHEREN CE to mb bi.os.s is mecessary to prevent excessive use of Permatex. Vendor Corrective action has been taken.	BE INFORMED OF THI	FAILURE RETIVE AC	HODE AND TION HAS	THAT STRICT ADHER BEEN TAKEN.	
					PACE 0301	10

GENERAL DYNAMICE CONVAIR SIVIBION

18 1UN 1868

		•			0000			124000			
-	PRE VENDOR NAME OTH VENDOR PART NO	YES FIFTH DIMENSIONO MO MEND-148	DUCTION, THUS	OF OPERATION . IE TEMPERATURE IED FOR A COMM UR DURING BUB	YES BOURNS MO	LECTRICAL DIS-	IL BUALITY COM	YES SERVONIC NO MODEL L-64	ERRATIC OUTPUT MAS CAUSED BY RIGIDITY, CONTAMINANTS MERE	IR JOINTS ARE	
	P O T I	# Q		OURS TOR E	VES I	THE A	CHER.	2 Q	CONT	4	
	AITE TIME DIF	FACTORY	ND 5.56 TO	ED TO SD H WD TRANSIS ALSO DE S WHICH MIGH	FACTORY	B AND C.	PART OF 6	FACTORY	ERRATIC OU	ABSURE AL	
LIRBORNE	VEHICLE DATE DIF	8840 830126	LARING TREA	IE BUBJECTI L DIODES AI SES RHOULD HHUTATORS	157F 6307R6	EDREL PINS	CTION MAS	63072¢	PUT. THE I	XE88E8 TO	
TRUMENTATION BESTEN'A	DIF DATA BOURCE PART NUMBER	FAR 59-01171-88	N THEIR SPEEDS WERE S REASE IN MOTOR AND GE NED.	INAL CONFIGURATION, B RECOMENDED THE ZENER ATORS, THE ZENER DIOD AL SPEEDUP OF THE COM	FAR 7-01720-9	R WIPER FIN A AND MAN BERS WITHIN THE UNIT.	PIPE CLEANERS. THIS A	880-0088-14	BECAUSE OF AM ERRATIC OUTPUT. THE THE WIPER, REDUCING THE STRUCTURE	AND MANUPACTURING PRO	
DIFFICULTIES REVIEW-INSTRUMENTATION SCITEM-AIRBORNE	TEST/REFORT NUMBER FAILED COMPONENT NAME	BP-84-4568-F RANSDUC COMMUTATOR MOTOR	FAILURE MOCC-OUT OF TOLERANCE, TWO COMMUTATORS FAILED WHEN THEIR SPEEDS WERE 5.32 RPS AND 5.56 TO 5.58 RPS. A MAXIM Mested of 5.23 rps 13 alcomed, cause attributed to a decrease in motor and gearing friction since production, thus allowing the motors to run fast. The failures were compirated.	CORRECTIVE ACTION-RECOMMENDED THE COMBUTATORS, IN TREIR FINAL CONFIGURATION, BE SUBJECTED TO SD HOURS OF OPERATION. INTINE PRODUCTION TO BREAK IN THE NOTOR, GEARS, ETC., ALSO RECOMMENDED THE ZEMER DIODES AND TRANSISTOR BE TEHPERATURE CYCLED FOR STABILITY BEFORE BEING INSTALLED IN THE COMMUNATORS, THE ZEMER DIODES SHOULD ALSO BE BELECTED FOR A COMMUNATOR SPLED OF 4.75 TO 4.50 RFS TO ALLOW FOR ANY ADDITIONAL SPEEDUR OF THE COMMUNATORS WHICH MIGHT OCCUR DURING SUB-	A-A9-24-4093-F PRESBURE TRANSOUCER	FAILURE MODE-ELECTRICAL OPEN CIPCUIT BETWEEN POTENTIONETER WIPER PIN A AND MANDREL PING & AND C. THE ELECTRICAL DIG Repamot was not comfirmed but disassembly found cotton fibers within the unit. Cotton pipe cleaners are use by the Endor in his cleaning during assendly procedure.	-THE VENDOR HAS DISCONTINUED THE USE OF PIPE CLEANERS. THIS ACTION WAS PART OF GENERAL QUALITY COM Rogram at the Vendor.	FAR-BP-08-R4-4108 Differential Pressure Transducer	VAS REJECTED STRUCTURE OF	CORRECTIVE ACTION-THE VENDOR WAS REQUESTED TO INFROVE OC AND MANUFACTURING PROCESSES TO ASSURE ALL BRAZE JOINTS ARE Sound and to assure cleam assembly.	
eser Mor er	H31e4e-One	THE THURSHITTON-A/R ERE	FAILURE MODE-OUT OF TOLE! UM BPEED OF 8.23 RPB 18 A ALLOWING THE MOTORS TO RI	CORRECTIVE ACTION-RECOMM DURING PRODUCTION TO BREAL CYCLED FUR BYABILITY BERY UTATOR SPEED OF 4.75 TO 4.	INSTRUMENTATION-A/B TELENLTRY BET AND TRANSOUC ERS	FAILURE HODE-ELECTRICAL (CREPANCY MAS NOT CONFIRMEL VENDOR IN HIS CLEANING DUS	CORRECTIVE ACTION-THE VENDOR HAS BISCO TROL IMPROVEMENT PROGRAM AT THE VENDOR.	INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC ERS	FAILURE MODE-STRUCTURAL, THE TRANSDUCER A DAMAGEO BRAZE JOINT IN THE TRIANGULAR ALSO PRESENT ON THE TRANSDUCER MECHANISM.	CORRECTIVE ACTION-THE VENDOR WAS RESOUND AND TO ASSURE CLEAN ASSEMBLY.	

9961 NOT 91

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNS

	T 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		* * * * * * * * * * * * * * * * * * *		• * * * * * * * * * * * * * * * * * * *	,		
	•						 	
MAME.	Z NE	TO HOUL	11.08E	,	1-75 101 FOU	D THAT	4.7-00	RESISTANCE IPER RESIS ANY LATER ANY CATER
VENDOR HANE VENDOR PART NO	Borg-Warner 8747-B	ME SPEC	VES COLVIN NO 401-A-10-75 NITE. THE FAILU	·	COLVIN 401-A-10-75 AE WAS NOT	OMMENDE AINTAI+	YES BOURNS NO 71751-5-4.7-00 0	E WIPE
OTH	22	CAB.	N ITE.	OR1LY	NO A	# de	10	
7E 01F	≱ G	0 TO	A 20 1	FACT	THE Y	IT WA	Ř	10 4
017E	PACTORY	V AND TIOM	FACTORY C VAB 1M	#AT1	FACTORY E OF THE	FION 1	FACTORY	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
VEHICLE BITE PRI DATE DIF TIME DIF OTH	63 0726	A& 0.85 OR REJECTION	030726 18 A ANO	RFORHING	#3072#	PERBON R INSPEC	630729	MIERE IT
DIF DATA SOURCE PART NUMBER	7 AR 7-08418-8	THE OUTPUT VOLTAGE N THE VOLTMETER USED F URING OPERATIONAL CH	ET-01248-7 SISTANCE BETWEEN PIN	REVIEWED AND WAS PE	FAR 47-01248-7 THE OUTPUT WAS ERRAT	CAUSE. EFANCIES WITH FACTOR O ADVISED THAT CLOSE	FAR 67-44800-887	DURING CALIBRATION HOMEVER, AFTER REPEA HOUGH IT APPEARS PAI
TRAT/REPORT NUMBER FAILED COMPONENT NAME	FAR-DF-88-24-4064 Accelrometer transducer	ESS. LILERANCE. TWO TRANSBUCERS FAILED WHEN THE OUTPUT VOLTAGE WAS 0.95 V AND 0.98 V. THE SPECIFIED LILURE HOT CONFIRMED. IT WAS FOUND THAT THE VOLTMETER USED FOR REJECTION OF THESE UNITS DID NOT VOLTMETERS USED FOR FAILURE AMALYSIS. DURING OPERATIONAL CHECKOUT. THE STDS. LAS. WILL USE HORIS.	STRUMENTATION-A/B FAR-SP-EA-4061 FAR 830726 FACTORY VES COLVIN LEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER 27-01243-7 800726 FACTORY VES COLVIN SPECIAL PRESSURE TRANSDUCERS FAILED WHEN THE RESISTANCE BETWEEN FINS A AND C MAS THE INTE. THE FAILURE TAXABLE TO COLVIN A AND C WAS THE FAILURE THE FAILURE TAXABLE TO COLVIN A AND C WAS THE FAILURE TAXABLE TAXA	REFORTED THE WINDING OPERATION WAS REVIEWED AND WAS PERFORHING SATISFACTORILY.	FAR-BF-59-24-4055 DUC PRESSURE TRANSDUCER ##-01245-7 OFERATION, THE TRANSDUCER FAILED WHEN THE OUTPUT WAS ERRATIC. CAUSE OF THE FAILURE WAS NOT FOU	ER BEARING BURFACE COULD HAVE BEEN THE CAUSE. : VEHDOR WAS REBUESTED TO DISCUSS DISCREFANCIES WITH FACTORY PERSONNEL. IT WAS RECONNENDED THAT HDLES WITH PITTED SURFACES. VENDOR ALSO ADVISED THAT CLOSER INSPECTION WOULD BE MAINTAINED DUR INDLE.	SP-88-21-4060-F PRESSURE SWITCH MANDREL	FAILURE MODE-CONTANINATION. ABSOLUTE PRESSURE SMITCH FAILED DURING CALIDRATION WHERE IT MAD 4 ONUS MINER RESISTANCE UMEN THE MAXIMUM ALLOWED 18 S ONUS, FAILURE WAS CONTINUED. HOMEVER, AFTER REPEATED PRESSURE CYCLING THE WIFER RESIS TANCE DID NOT EXCEED CHE OWN. EXACT CAUSE WAS NOT FOUND; ALTWOUSH IT APPEARS FAILURE WAS DUE TO A CONTAMINANT LATER BUILDUP OM THE RESISTANCE MANOREL, [PAGE 0303
AVETEN BUG-SYSTEN	INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUCERS	FAILURE MOST-OUT OF TOLE VOLTAGE 18 1.03 TO 1.23. CORRECTIVE ACTION-FAILURE HAVE THE ACCURACY OF VOLTAGE ANSTRUMENTS.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS FAILURE MODE-STRUCTURAL.		INSTRUMENTATION-A/B FAR-SF-59-24-4045 TELEMETRY BET AND TRANSDUC PRESSURE TRANSDUCER ERS FAILURE MODE-ERRATIC OPERATION, THE TRANSDUC	ND. PITTING OF THE KIPER BEA CORRECTIVE ACTION-THE VEHDO INSPECTORS REJECT SPINDLES ING ASSEMBLY OF THE SPINDLES	INSTRUMENTATION-A/B SP-99-21-4069-F Telenetry bet and transduc pressure buitch mandrel erb	FALLURE MODE-CONTANIMATION. ABBOL WHEN THE NAXINUM ALLOWED 13 B OWN TANCE DID NOT EXCEED CHE ONN. EXAC BUILDUP ON THE REBISTANCE MANDREL,

SENERAL DYNAMICS CONV. 1R DIVIDION

**** ****

CORV. 18 DIVIELOM

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE

18 JUN 1968

POTOTA DE ATENDO

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION STRICH'S	IRBORNE				,
日日上市大市 日日上市大学 - 第7章	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF T	AITE TIME DIF	# E	PRI VENDOR NAME UTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	THE TRANSPORT OF THE PROPERTY	UTP-PRT 69-01008-13		3/09	\$ 5	BOURNS R004206304	*****
FAILURE MODE-OUT OF SPECII TEST, ALLOWABLE ERROR IS PI LUS D.E: MINUS 1.2 FER CEN OF TEST EJUIPMENT.	FCIFICATION, EXPERIMENTAL BRACK BAND WAS PLUS D. MINUS 2.1 PER CENT DURING 300 GEGREE F. HOT IS PLUS 2.0, WINUS 2.0, WINUS 2.0, WINUS 2.0, WINUS 2.0, WINUS 2.0, HOT TEST THE EXPERIMENTAL ENVOR 3AND WAS PCENT. ALLOWABLE ERROR IS PLUS 1.0, MINUS 1.0 PER CENT. DIFFERENCES ARE MITHIN THE READABILITY	WAS PLUS D. MINUS E SOD DECREE F. HOT T NUS 3.0 FER CENT. D	.1 PER CENT EST THE EXPI SPFERCNCES .	SCRING REMEMBA REMINERAL	2 E E E E E	E.S. PER CENT DURING BOD DEGREE F. HOT TEBT THE EXPERIMENTAL ERNOR BAND WAS P DIFFERCHCES ARE MITHIN THE READABLEITY	
CORRECTIVE ACTION-MOME.							
INSTRUMENTATION-A/B TELEMEIRY BET AND TRANSDUC (89-80-84-4121F 09C1LLATOR	FAR 27-01332-137 AMD 145	630783	FACTORY	# Q	8510:X 1069:03-A-6 AN 0 -E-6	***************************************
FAILURE MODE-FAIL DURING (150 VOLTACES, FAILURES WERL UT VOLTAKES, FAILURE MAS A	NG OPERATION, UNITS FAILED IN THE FACTORY MAEN NO DEVIATION IN FREQUENCY WAS APPARENT TO APPL WERE NCT CONFIRMED HOMEVER BOTH UNITS INDICATED EXCESSIVE FREQUENCY OUTPUT IN RELATION TO INP 18 ATTRIBUTED TO AGEING OF THE ASSOCIATED COMPONENTS.	TORY MAEN MO DEVIAT INDICATED EXCEBBIY TED COMPONENTS.	ION IN PREGI	ENCY MA	A X	ARENT TO APPLICATION TO 1MP	
COMRECTIVE ACTION-NOME, B.	BABIG TELEMETER JROUND CANISTER/ ARE BEING BUPERCEDED BY A LIGHTWEIGHT TRAHISTORIZED VERSIO	E BEING SUFCACEBED	BY A LIGHING	SENT TR	# THE	ORIZED VERSIO	
INDIRUMENTATION-A/B TELEMETRY AET AND TRANSDUC I	FAR-SF-FS-F24-4126 PRESSURF TRANSCUCES	*4. B.	630723 F	FACTORY	22	BOURNS 48511-0-150-75	6 0 8 8 8
FAILURE MODE-FAIL TO OPERA MIRE PRESSURE RANGE,	OPERATE AT PRESCRISED TIME. THE TRANSDUCER PAILED WHEN NO OUTPUT WAS OBTAINED THROUGHOUT THE	UCER FAILEG WHEN NO	OUTPUT MAB	00 TA I NE.	Ē	OUGHOUT THE E	
CORRECTIVE ACTION-FALLURE OR USE OF FAULTY ESUIPMENT ERS.	URE WAS MOT COMFIRMED. REPORTED FAILURE RESULTED FROM USE OF INCORRECT CALIBRATIOM TECHNIQUES Ment. It was recommended that techniques and routphent be rechecked before rejecting transduc	KE RESULTED FROM USI UES AND EGUIPHENT BI	C OF INCORRE	CT CALE	RATI	OF INCORRECT CALIBRATION TECHNIQUES. Rechecked before rejecting transduc	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC A ERS	HZ-A8-E4-AGZ6-F ANPLIFIER, REBIRTER	FAR 27-12762-803	#100 #307#4	_	£ 9	YES BENDIX NO	
FAILURE MODE-F/ILED DURING OPE CIED. FAILURE W.A COMPRHED AND O OVER HEATING DURING BOLDERING	FAILURE MOGE-F/ILED DURING OFERATIOM, CHANNEL 11- 100 PCT CAL. PULSE INDICATED 37 PCT. IBM WHEN SG PCT. IBM IS EXPE Ted. Fallure w.a compirmed and caused by the fracture of the output loading resistor Rii. Fracture was attribused to ver heating during du	AL. PULSE INDICATED E OUTPUT LOADING RE	37 PCT. IBN BIRTON R11.	FRACTUAL	2 3	. STARBELLEON	والمراجع وا
						A secular appropriate	

SENERAL DYNAMICS

10 10N 1000

DIFFICULTIES SEVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

8 * 8 T.C.M.	TOTAL STREET,	DIF DATA SOUNCE	VEHICLE	PRI VENDOR MANE	
BUS-STETEN	FFILED CONFOMENT NAME	PART NUMBER	-	OTH	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC	STRUMENTATION-A/B A-88-E4-6101F FAR FORTERS 80723	AND INSPECTION IE.	630723 FACTORY	NO KINETICA NO MITE-4	7 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
FAILURE MODE-ERRATIC OPER TOP PACKAGE, CONTACT PINS AILURE WAS NOT CONFIRKED, F PROCEDURES.	FAILURE MODE-ERRATIC OPERATION, THE POWER CHANGEOVER BUITCH FAILED DURING THE ELECTRICAL AND VIBRATION TESTS OF THE TOP PACKAGE. CONTACT PINS PS AND PG WERE REPORTED TO BE LOOSE, RESULTING IN THE UNIT CHATTERING DURING ACTUATION. F AILURE WAS NOT CONFIRMED, THE INDICATED FAILURE HAVE NOT BEEN DUE TO EITHER MOISY DC LING VOLTAGE OR INCORRECT USE OF PROCEDURES.	FAILED DURING THE I E, RESULTING IN TH I DUE TO ELTHER NOIL	ELECTRICAL AND VID E UNIT CHATTERING BV DC LINE VOLTAGE	NATION TESTS OF THE DURING ACTUATION. F OR INCORRECT USE O	
CORRECTIVE ACTION-FACTORY NG WILL BE PERFORMED WHENE	CORRECTIVE ACTIOM-FACTORY PERSONNEL WERE ADVISED OF THE RESULTS OF THIS FAILURE AMALYSIS. CLOSER AND REPEATED TESTS NG WILL BE PERFORMED WHENEVER A FAILURE CCCURS IN THE FACTORY TO PRECLUDE THE REJECTION OF A 6000 COMPONENT.	LTS OF THIS FAILURE TO PRECLUDE THE RI	E AMALYAIR. CLOSER LIECTION OF A GOOD	AMO MEPEATED TESTS COMPONENT,	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSCUCERS	# DC-09-Z4-4059F TRANSCUC AMPLIFTER-TRANSFORMER	FAR 87-01841-1	630723 FACTORY	YES NAYBERRY NO 314-8	2 + 2 2 4 3
FAILURE MODE-FAILED BURINA	LED DURING OPERATION, AMPLIFIER OUTPUT DISPLAYED S PCT FRW MOIRE, T PCT MOIBE IS ALLONED. FAILURE RESULTED FROM A MOISY AND WICROPHOMIC IMPUT TRAMSFORMER.	AYED & PCT FBW NOII	E. TPCT MOISE IS	ALLOWED. FAILURE W	
COHRECTIVE ACTION-EFFECT!	COMRECTIVE ACTION-EFFECTIVE ; JULY 1963, VENDOR REDEBIGNED AMPLIFIER USING A TRANSFORMER WITH LESS INHERENT NOISE Arracteristics.	MELIFIER USING A TI	IANSFORMER WITH LE	18 INHERENT NOTAE C	
INSTRUCTIVE NIT ION-A/B YELLMETHY SET AND TRANSDUC. ZGS	SP-A9-24-4051F Auxiliaay Bighal Comditiomen-ampli RT-12363-887 Fier	7AR 87-18385-887	224D FACTORY SOOTE	VES MAVBERRY MO	101101
FAILURE NODE-OUT OF TOLERAN REQUENCY TOLERANCE, CHANNEL UTPUT FROM THE DIFFERENTIAL MT CAURED THIS CONDITION,	FAILURE NOCE-OUT OF TOLERANCE, BYSTEH TEBTS SHOWED SEGHENT ES OF CHANNEL 15 WAS OUTSIDE THE ALLOWED SPECIFICATION F REQUENCY TOLERANCE, CHANNEL 15 HAD EXCESSIVE APIKING IN ONE NEGATIVE GATE, HIGH SEGNENT PULSES WENE CAUSED BY HIGH O UTPUT FROM THE DIFFERENTIAL AMPLIFIER WHICH EXCEEDED SPECIFICATION NAXIMUM TOLERANCE BY 0.4D VOLT. A COLD SOLDER JOI NY CAUSED THIS CONDITION,	S OF CHANNEL SS WAI EGATIVE GATE, MIGH ATION MAXIMUM TOLES	OUTSIDE THE ALLO SEGMENT PULSES WEI HANCE BY 0.40 VOLT	NED BRECIFICATION F IE CAUSED BY MICH O . A COLD BOLDER JOI	
CORRECTIVE ACTION-8.C., CON MFORMED OF THE CAUSE OF FAI ERENTIAL AMPLIFIEM.	COMMECTIVE ACTION-9.C. COMMECTIVE ACTION WAS STARTED BY REQUESTING THE AMPLIFIER VENDOM (NAVBERAY ELECTRONICS) BE I Formed of the cause of failure, cold solder joints and poor soldering technique used in the manufacture of the diff Rential amplifier.	COTING THE AMPLIFIE BOLDERING TECHNIQUE	R VENDOR (NAYBLER)	ELECTRONICS) BE 1 ACTURE OF THE DIFF	

**** *** **

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-SINBORNE

BYBTEN BUB-BYBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE B	\$17E	VEHICLE BITE PRI VENDOR NAME DATE DI? TIME DIF OTH VENDOR PART NO	2	
INSTRUMENTATION-A/B A-JA-24-4 FELEMETAY SET AND TRANSDUC ANPLIFIER ERS	A-14-24-4063-F C AMPLIFIER	7 A R 60-07600-08R	63GFEE FAC	FACTOMY	YES SCIONICS NO MCS-101	•	2
FAILURE MODE-FAIL 10 OPERATE AT PRESCRIBED THE AILURE MAS COMFRHED, HOMEVER, THE CAUSE OF FAILERLY OF COMFRACTUAL COVERAGE,	FAILURE WODE-FAIL 10 OPERATE AT PRESCRIBED TIME, THE AMPLIFIER; MITH 178 MEXT ABBEMILY TRANSDUCER, HAD MO OUTPUT. AILURE MAS COMFIRMED: HOMEVER, THE CAUSE OF FAILURE COULD NOT BE DETERMIMED DUE TO DISCONTINUANCE OF AMALYBIB AS A EXULT OF CANCELLATION OF CONTRACTUAL COVERAGE.	IER, WITH 178 MEXT of BE DETERMINED DUE	ABSEMILY TRAN TO DISCONTIA	SDUCER UANCE	, HAD MO OUTPUT OF AMALYBIB AB	k'e	
CORRECTIVE ACTION-NO ACT	MO ACTIOM COULD BE TAKEM BINCE THE CAUBE OF PAILURE WAS MOT DETERMINGO.	OF FAILURE WAS NOT	DETERMINED.				
INSTRUCENTATION-2/B SELEMETHY SET AND TRANSOUCERS	A-88-24-4080-F C CONVERTER DIODE	FAR B7-18374-803	esoree fac	FACTORY	7£8 NO		:
FAILURE MODE-FAIL TO OPE ED AMO INSTALLED IN THE AT T MOULD CALT OSCILLATE AT ILURE WAS CONCLUDED TO BE E WHOSE PARAMETERS ARE NO	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED THEE, THIS EVENTS-SIGNALS ASSEMBLY WOULD MOT OSCILLATE AFTER IT WAS POTT ED AND INSTALLED IN THE NEXT ASSEMBLY. IT WAS EUSPECTED DIODE CA-11 MAS OUT OF TOLERANCE, FAILURE WAS CONFIRMED, UNIT WOULD CALL OSCILLATE AT 13D DESREES F CA MIGHER, DIODE CR-11 CHARACTERISTICS MERE ALWAS WITHIN SPECIFICATIONS, FAILURE WAS CONCLUDED TO BE CUE TO AM OVER-OPTIMISTIC CIRCUIT DESIGN PLACING OVER-CONFIDENCE IN A BEHI-CONDUCTOR DEVICE WHOSE PARAMETERS ARE MOT FULLY SPECIFIED.	#-BIGHALB ABBEMBLY IC CA-11 MAB OUT OF 111 CHARACTERIBETICS DEBIGH FLACING OVER	WOULD NOT OBC TOLERANCE, FA WERE ALWAYS W	ILLATE ILURE ITHIM M A BEI	AFTER IT WAS PASS CONFIRMED. BRECIFICATIONS.	# # # U	
CORPECTIVE ACTION-REBUES CUIT USING COMPONENTS WAO	CORRECTIVE ACTION-RESULETED A DESIGN STUDY OF YNE OSCILLATOR CIRCUIT BE CONDUCTED TO FACILITATE A MORE RELIABLE CIR Cuit using components umose paraseters are fully rivorm.	M CIRCUIT DE COMOUC	TED TO FACILI	TATE A	MORE RELIABLE	£	
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC ERB	8P-99-24-4117-F C OBCILLATOR/TURK	7.48 7-01468-838	2630 FAC	FACTORY	YES SEMDIX NO 1041062-3K	# 11 × 5 m	=
FAILURE MODE-ERRATIC OFE	IC OPERATION OUTFUT IMPICATED A CHANGE IN PRESUENCY WITH A COMSTANT IMPUT OR CONTROL VOLTAGE. FA Meime Characteristics of modulator Tube V-1: TYPE \$111:	PREGUENCY WITH A	CONSTANT INFL	5 8 <u>►</u>	OMTROL VOLTAGE.		
CORRECTIVE ACTION-BURN-SI E CAN BE ACCOMPLIAMED BEF	CORRECTIVE ACTION-BURN-IN OF BUSCAPRIER OBCILLATOR MODULES, AND REVISION OF PERTINENT EOPS SO THIS BURN IN PROCEDUR CAN BE ACCOMPLIAMED BEFORE COMPONENT TESTING OF THE TELEMETRY PACKAGE.	AND REVISION OF PE	RTINENT EOFB	50 TH	BURN IN PROCE	200	
INSTRUMENTATION-A/B FALCHCTAY BET AND TRANSOUC ERS	8P-99-24-4146-F C PRESSUME TRANSOUCER	7.57 7.53 7.53	830718 FAC	FACTORY	YES BOURNS	-	
FAILURE MODE-ERRATIC OPE.	FAILUKE MODE-ERRATIC OPERATION PROM PLUCTUATING OUTPUT VOLTAGE AT THE TRANSDUCERS UPPER RANGE. THE DISCREPAICY WAS CAUSED BY LOW CONTACT FORCE OF THE BOTTOH HALF OF THE DUAL CONTACT WIPER ALLOWING IT TO LEAVE THE MANDREL.	ASE AT THE TRANSCUC	ERE UPPER RAI	16. T.	E DISCREPA'CT : MAMOREL.	•	

SEMERAL STRAMICS CONVAIR DIVISION

18 JUN 1386

í		***	***************************************			# # # # # # # # # # # # # # # # # # #			11111	
į.	VENDOR MANE		****	PERCENT.		#ENDIX-PACIFIC 1041#65-8-X	ONDS FROM		BOURNS T2511-0-35-758	KELY THE
	VENDO		VES BOURNS MO EUGAEUSSEA	0 -8.8 CTCLE X		BENDIX-PACI 1041865-2-X	DURING		BOURNS 73511~	LIC BYS IS UNLI
	£ 5		2 8	* 8		33				2 - 1
	317E 71ME DIF	FORCE.	2/05	S PERCEN		FACTORY	ATTM5 A		FACTORY	BAILE HY HONEYER
THBOUNE.	VEHICLE SITE PRI VENDOR NAME DATE DIP TIME DIP VENDOR PART NO	IR CONTACT	810718	NO WAS +E.		630710	ME BY INDIC		1365	ITO MEN HI ITION FOUND HEING MARKE
HENTATION SYSTEM"	DIF DATA BOURCE FART MUNGER	NAPECTION FOR WIPE	UTP-PRT 69-01003-13	ERINCHTAL ERROR BA R COUNTER MEJENTS.	ON PROBLEM.	FAR 7-01488-883	NUFACTUREMG YEATIN NY BHORTING OF THE YBTEN,	.60.0	FAR 7-01780-3	ITTENT OPEN CIRCUI OF FIBER CONTAINA TTACHED TO BANE WI
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME	TEST/AEPORT NUMBER FALLED COMPONENT NAME	CORRECTIVE ACTION-VENDOR ACTION PERFORMS 100 PERCENT FINAL INSPECTION FOR WIPER CONTACT FORCE.		FAILURE MODE-OUT OF BPECIFICATION, K-AXIS VIBRATION TEST EXPERIMENTAL ERROR BAND MAS +2.5 PERCENT AND -3.9 PERCENT. Allowable is + oc - 2.5 percent, excess error due to improper counter weishts, post vibration proof cycle mas satis actory.	CORPECTIVE ACTION-VENDOR RECALLED UNITS TO SOLVE THE VIBRATION PROBLEM.	4-€01	FAILUNE MODE-FAIL DURING OPERATION, THE OSCILLATOR FAILED MANUFACTURING YESTING BY INDICATING A MO-OUTPUT CONDITION. FAILUSE AMALYSIS COULD NOT BE PERFORMED DUE TO AM IMADVENTENT SHORTING OF THE FILAMENT POMER SUPPLY DURING SETUP FOR AMALYSIS. THIS INFODUCED AM ELECTRICAL TRANSIENT TO THE SYSTEM.	COMMECTIVE ACTION-MOME SIMCE FAILUME ANALYSIS WAS NOT PERFORMED.		FAILURE MOSE-ERRATIC OPERATION, ALL B IMITB IMDICATED INTERMITTENT OPEM CIRCUITS WHEN HISSILE HYDRAULIC SYSTEM WAS OPERATING AND UNEN LIGHT PERSONE HAS APPLIED. EVIDENCE OF FISER CONTAMINATION FOUND HOMEYER IT IS UNLIKELY THIS MOUND CAUSE 3 FAILURES IN AUCCESS.OM. SIMCE EACH UNIT WAS ATTACHED TO SAME WIRING MARMESS AN ELECT MALFUNCTION IS MANY PRADABLE OF FAILURES.
****	AYATE BUB-BYATEN	CORRECTIVE ACTION-VENDOR A	INSTRUCENTATION-A/B PPT-FR-6901949 TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER ERS	FAILURE MODE-OUT OF SPECIF ALLOWABLE 18 + OK - 8.5 PE FACTORY.	CORRECTIVE ACTION-VENDOR I	INSTRUMENTATION-A/B BP-09-24-4: Telemetat bet and transduc oscillator Erb	FAILURE MODE-FAIL DURING (- FAILURE AMALYRIS COULD MC OR AMALYRIA, THIR IMFRODUCE	CORRECTIVE ACTION-MOME 814	INSTRUCENTATION-A/B A-A4-14-4007-F Yeleketry bet and fransouc pressure transducer Erb	FAILURE MODE-ERRATIC OPERATION. OPERATING AND UMEN LOGH PELLUN PE B WOULD CAUBE 3 FAILURES IN BUCK

CORRECTIVE ACTION-PERSONNEL ALERTED TO POSSIBLE ELECTRICAL SYSTEM MALPUNCTION. VENDOR NO LONGER USING PIPE CLEANERS FOR CLEANERS IN EFFORT TO ELIMINATE FISER CONTAMINATION. FAILURE NOT COMFIRMED. "A

CONVERDITURELY CON

**** NOT #1

	DIFFICULTIES REVIEW-INSTRUMENTATION STREET AIRBORNE	STRUMENTATION BYBTEN'	INBORNE				
NATO TO SOCIAL ZATI SOCIAL SOCIAL SOCIAL SOCIAL SOCIAL SOCIAL SOCIAL SOCIAL SOC	TESTARFORY NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E	PR1 VE	SITE PRI VENDOR NAF	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	3P-98-84-4380-F RANSOUC FILTER-CAPACITOR	# / # 0 0 mm - 1 mm	•3071	FACTORY	VES APPL NO ENTS	APPLIED COMPONENTS ACT 8050-8	****
FAILURE WOSE-FAILED DURING WAS COMFLAMED, CAUSED BY A	FAILURE WOOE-FAILED DURING OFERATION, OUTPUT OF CHANNEL NO. 8 WAB T.S NV NMEM 6.46 NV OR LESS WAS EXPECTED. FAILURE Was compirated, caused by a poor bolder commection of parallel resonant capacitor of the miniature bypass filter.	40. S MAB T.S MV WMEN ALLEL RESOMANT CAPACIT	6.48 NV OR	LEBB WAS IIHIATURE	EXPEC	TED. FAILURE B FILTER.	
CORRECTIVE ACTION-VENDOR	I MOTIFIED AND AGREED TO TEMPERATUME CYCLE THE UNIT AND RECHECK.	ME CYCLE THE UNIT AND	RECHECK.				
INSTRUMENTATION-A/B TELEMETHT BET AND TMANSOUC ERB	A-A8-Z4-4041-F TLM CANIBTER-OBCILLATOR	FAR E7-11541-010	##30 #30757	PACTORY	7E8 BENDIK HO	ж 20	
FAILURE WODE-FAIL DURING DTH FROM HIGH FREDUCKLY B. RCUIT SEMBITIVE TO RESIBI	FAILUME WODE-FAIL DUMING OPERATION, DUMI'S BYSTEM TESTS CHAMMEL 15 INDICATED DEVIATION OF 18-ED PERCENT FULL BANDMI DTH FROM HIGH FREDUCNCY BAND EDGE, CHAMMEL 16 MAS MARSINAL 17-18 PERCENT, CHAMMEL 15 FAILUME CAUSED RY OSCILLATOR CE RCUIT BENSITIVE TO RESISTANCE AND TEMPERATURE CHAMGES, CHAMMEL 36 AND 17 PEED CONTROL MAS OUT OF ADJUSTMENT,	HAMMEL 15 INDICATED C 1 17-10 PERCENT. CHAMMINGEL 16 AND 17 PEED C	EVIATION OF	ME CAUSE OUT OF A	ERCENT D EY O	FULL BANDME SCILLATOR CE LWT.	***************************************
CORRECTIVE ACTION-MEN PRI PRIOR TO COMPONENT TESTII	CORRECTIVE ACTION-NEW PROCEDURE WRITTEN FOR BURN-IN OF MODULES. EOPS REVISED TO CALL FOR BURN-IN TO BE ACCONFLIANED PRIOR TO COMPONENT TESTING OF THE TELEMETRY PACARRE.	SOULES. EOPS REVISED 1	O CALL FOR	BURN-1H	TO BE /	LCCOMP.LIANED	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	SP-ABS-24-4006-F RANSDUC CHCILLATOR-ELECTRONIC TUBE	7AR R7-11541-910	\$63D 630718	FACTORY	VE\$ \$5401K	ж 1 ф	60 50 50 50 50 50 50 50 50 50 50 50 50 50
FAILURE MODE-OUT OF TOLERANCE. THE PACKAGE WAB DUE TO FAILURE CMANGING CHARACTERIBIICS OF THE	OF TOLERANCE. PACRACE FAILED ON MIBBILE WHEN CHAIMEL 15 OPERATED BEYOND 175 BAND LIMIT, FAILURE OF TOLETANCE, OF THE OBCILLATOR, OBCILLATOR FAILURE (DRIFTING FREGUENCY OUTPUT) MAS ATTRIBUTED TO TATICS OF THE NODULATOR TUBE V-1.	WHEN CHAIMEL 18 OPERA 1708 FAILURE (DRIFTIM	TED BEYOND FREGLENCY	ITS BAND CUTPUT)	LIMIT.	FAILURE OF	
CORRECTIVE ACTION-NOME. TELEFAR. THIS DECILLATOR	CORRECTIVE ACTION-MONE. THE PRESENT BENDIX ROUND FELEMITRY CAHISTER IS BEING REPLACED MITH A MEW LIGHTWEIGHT BENDIX Felepar, this obcillator is not used on the New Yelepar.	IV CALIBIER IS BEING !	EPLACED WI	74 A MEV	LISSTA		
INSTRUMENTATION-A/B TELEMETAY AET AND TRANSOUC ERB	A-88-86-4071-F Amplifika Diook	FAR 87-01198-1	630718	FACTORY	YES GULTON NO FT8150	FTB130	
FAILURE MODE-OUT OF SPECI ED BY A 1000 PICOFARD CAF BLE MOISE UMOUR THIS COMDI	FAILURE MODE-OUT OF SPECIFICATION, THE AMPLIFIER FAILED FOR MAVING EXCESS MOISE ON THE OUTPUT, MITH THE INPUT SHORT ED ST A 1050 PICOFARAD CAPACITOR, AND A SAIM OF 10, THE STATIC MOISE LEVEL MAS ST MILLIVOLTS RMS. THE MAXIMUM ALLOMA BLE MOISE UNDER THIS COMDITION IS IS MILLIVOLTS. FAILURE WAS COMPIRMED AND CAUSED BY A BOFT-RMEE ZEMER DIOGE (SMYSS) IN TURM CAUSED BY A BOFT-RMEE ZEMER DIOGE (SMYSS)	OR MAVING EXCESS NOIS SATIC HOISE LEVEL WAS SAS CONFIRMED AND CAUS	E ON THE ON ET NILLIVON ED BY A BON	JTPUT. WE .TD RMB. TT-ENEE 2	TH THE THE MA CHER O	MOISE OM THE OUTPUT, WITH THE INFUT SHORT WAS ET MILLIVOLTS RHS. THE MAXIMUM ALLOMA CAUSED BY A SOFT-RHEE ZENER DIOCE (INTES)	

11 10H 1988

		DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE	STRUMENTATION SYSTEM	AIRBORNE					ı
	#7 # 7 # 7 # 4 # 4 # 4 # 4 # 4 # 4 # 4 #	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE BITE DATE DIF TIME BIF	817E 71ME DIF	9 0 1 H	PRI VENDOR NAME OTH VENDOR PART NO	NAME PART N	
<u> </u>		Annual and a service control and a service representation of the service and a service representation of the service and a servi					٠		•
	CORRECTIVE ACTION-RECOMMING THE ZENEW DIODE, SELECT MER, AND REVIEW AND IMPRO-	CORRECTIVE ACTION-RECOMMENDED THE AMPLIFIER VENDOR REVIEW THE DESIGN OF THE AMPLIFIER CIRCUIT AND OPERATING POINT OF THE ZE THE ZENER DIODE, SELECT A ZENER SIODE WITH LEAKAGE CURRENT APECIFICATIONE WELL BELOW THE OPERATING POINT OF THE ZE MEN, AND REVIEW AND IMPROVE THE BUALITY OF ZENER DIODES USED ON THESE AMPLIFIERS.	FIER VENDOR REVIEW THE DESIGN OF THE AMPL WITH LEARAGE CURRENT RPECIFICATIONS WELL OF OF ZENER DIODES USED ON THESE AMPLIFIERS.	HPLIFIER CI LL RELOW TH RB.	E OPERAT	3 9 0 1 9 0	RATING OINT OF	POINT O THE ZE	
1	INSTRUMENTATION-A/B IELEMEIRY BET AND TRANSDUC ERB	A-99-24-3392-F FOMER BUPPLY TRANSISTORS	FAR 87-12581-607	1376	PACTORY	5 2			
	FAILURE MODE-SHONT (ELECT ACCESSORY PACKAGE ABOAND P VSIS SHOWED THE 4-Z AND 8- E OF 8-E, OR A SHORTED OR	FAILURE MODE-SHORT TELECT), TRANSDUCER POMER SUPPLY E INDICATED NO OUTFUT DURING FACTORY CHECKOUT OF THE TELEMETRY ACCESSORY PACKACE ABOARD MISSILE 1377, FAILURE WAS COMPIRED, HOMEVER, THE EXACT CAUSE COULD NOT BE DETERMINED. ANALYSIS SHOWED THE G-E AND G-3 TRANSISTORS HAD SHOWING BABE TO ENITERS WHICH COULD BE DUE TO EITHER A COMPONENT FAILURE OF G-E, OR A SHORTED OR OVERLOADED OUTPUT FROM THE POMER SUPPLY.	DICATED NO CUITUT DUM HED. HONEVER, THE EXA TO ENLITERS WHICH COL R SUPPLY.	DURING FACTORY CHECKOUT OF THE TELEMETRY EXACT CAUSE COULD NOT BE DETERMINED. ANAL COULD BE DUE TO EITHER A COMPONENT FAILUR	CHECKOU ULD NOT I	2 2 4	THE TEL TERMINE SPONENT	EMETRY 0. ANAL FAILUE	
	CORRECTIVE ACTION-NOME. (CAUSE OF FAILURE COULD HOT BE DETERHINED.	TERMINED.						
	INSTRUMENTATION-A/B TELEMEIRY BET AND TRANSOUC ERS	A-99-E4-4010-C PRECSUME TRAMBOUCER &	FAR 7-01783-11	# # # # # # # # # # # # # # # # # # #	FACTORY	3 9	TES BOURNS NO 48613-0-50-752	-30-752	70 22 62
	FAILURE MODE-OUT OF BPECI ED.	OF BFECIFICATION. STATIC ERROR BAND FOR BOTH UNITS WAS OUTSIDE THE PLUS OR MIMUS 1.5 PERCENT ALLOM	BOTH UNITE MAS OUTS!	DE THE PLUA	74.7H WO		PERCEN	T ALLO	,
	CORPECTIVE ACTION-MONE, F	FAILURE AMALYSIS CAMCELLED.							
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERB	\$P-40-24-4095-F HARNERS	FAR 59-54301-5	1350	FACTORY	ž š	YES BENDIK NO 6E-10-64-101	101-7	2 × 0 0
	FAILURE MODE-OPEN (ELECT), NARKESS PLUG F ENT CONTINUITY DURING MISSILE CHECKOUT, FA 18 STRANDS IN BOLDERED CONTACT WITH THE R TRIBUTED TO FAULTY ASSEMBLY OF PLUG PSIDG.	FAILURE MODE-OPEN (ELECT), MARKESS PLUG FAILED WHEN THE MARKESS WIRE CONNECTED TO PIN A ON PLUG PSSOS HAD INTERNITY ENT CONTINUITY DURING MISSILE CHECKOUT, FAILURE WAS CONFIRMED, AMALYSIS REVEALED THE MIRE TO PIN A HAD ONLY 3 OF THE IS STRANDS IN SOLDERED CONTICT MITH THE REST CUT OR STRETCHED DURING ASSENSET AND POTTING, CAUSE OF FAILURE THUS AT TRIBUTED TO FAULTY ASSEMBLY OF PLUG PSIDS.	HARNERS WIRE CONNECTE THED. AMALYSIS REVEAL TCHED DURING ASSEMBLY	D TO PIN A ED THE WIRE AND POTTIN	TO PIN	2 2 2	HAD IN ONLY 3	THUS AL	
	CORRECTIVE ACTION-ABTRONAUTICE CTION TO PREVENT RECURRENCE OF	H-ABTROMAUTICE IMPORMED COEMIZANT PACTORY PERBONNEL OF AMALYBIB REBULTB AND REGUEBTED APPROPRIATE. TECURENCE OF THE PROBLEM.	FERSONNEL OF ANALYS	10 RCSUL70	AND RESU	92	APPROP	A1A16 A	
_									

**** ***	DIFFICULTIES REVIEW-INSTRUMENTATION STRIFF AIRBORNE	MENTATION SYSTEM"AS	RBORNE				
STATEM SUB-STATEM	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	81TE 71ME 01F	* E	PRI VENDOR HANE OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC	INSTRUMENTATION-A/B PRT-TP-49F-2167-1 Telemetry set and transque differential pressure transducer ers	UTP-FRT RT-01558-R1	*********	FACTORY	3 6	YES WIANCHO NO PE-4106-E1	6 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8
FAILURE MODE-OUT OF TOLERANCE. UNIT \$/H & DUE TO MROME EPOXY URED IN FABRICATION.	FAILURE MODE-OUT OF TOLERANCE, UNIT BIN 3050000 MAS OUT OF TOLERANCE ON ALL READINGS DURING PROOF CYCLE. FAILURE MA 1 DUE TO WROME EPOXY USED IN FABRICATION.	FOLERANCE ON ALL REA	DING DUR	ING PROOF	CYCL)	E. FAILURE WA	
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR REDESIGNED ALL UNITS WITH NEW EPOXY.	,					
INSTRUMENTATION-A/B A-99-E4-4050-F TELEMETRY BET AND TRANSDUC OSCILLATOR, RESISTOR ERB	A-88-E4-4038-F OSCILLATOR, RESISTOR	FAR	***********		YES BENDIK NO 105026	86ND1X 1050283-6-6A	3 8 6 1
FAILURE MODE-ERRATIC OPEI DURING VIBRATION TESTS IN VIBRATED AT APPROXIMATELY FREGUENCY OUTPUT UNEN 134	FAILURE MODE-ERRATIC OPERATION, OSCILLATOR FAILED DURING A BENCH TEST DUE TO EXCESSIVE MOISE AND ERRATIC OPERATION DURING VIBRATION TESTS IN THE Y-AXIS, FAILURE WAS CAUSED BY A VIBRATION SENSITIVE R-3 RESISTOR, THIS RESISTOR, WHEN VIBRATED AT APPROXIMATELY I KILOCYCLE PEN SECOND, SHOWED A VARTING RESISTANCE SUFFICIENT TO CAUSE A 4D CPS CHANGE IN FRESUCINCY OUTPUT WHEN INSTALLED IN THE OPCILLATOR.	IEMCH TEBT DUE TO EY N VIBRATION BENBITIN NRTING REBIBTANCE BL	CESSIVE H	DISE AND ISTOR. TO TO CAUSE	ERRAT 118 RE A AO	SC OPERATION BIBTOR, WHEN CPB CHANGE EN	
CCRRECTIVE ACTION-RAR A-9 CAMED.	CCRRECTIVE ACTION-RAR A-99-24-3906 WAS WRITTEM DETAILING THE RESULTS OF THE FAILURE ANALYSIS AND THE VENDOR WAS INF	E RESULTS OF THE FAI	LURE AMAL	7818 AND	THE V	ENDOR WAS INF	
INSTRUMENTATION-A/# SP-SD-24-3383-F TELEMETRY SET AND TRANSDUC BIGNAL CONDITIONER ERB	#F-SD-E4-3583-F #IGNAL_COMDITIONER	# A # 14 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	#010 #3070#	£	1 0		****
FAILURE MONE-OUT OF TOLE! PULSE SHOWED APPROXIMATE! MAS NOT CONFIRMED. THE UNI	FAILURE MONE-OUT OF TOLERANCE DURING CHECKOUT OF THERMOCOUPLE INSTALLATION. THE 100 PERCENT TEMBERATURE CALIBRATION PULSE SHOWED APPROXIMATELY & VOLTS DC ON THE OSCILLOSCOPE MHEN S.O PLUS OR MINUS D.S VOLTS DC IS EXPECTED. FAILURE MAS NOT CONFIRMED. THE UNIT OPERATED PERFECTLY DURING FAILURE ANALYSIS.	LE INSTALLATION. THE HEN S.G PLUS OR WINE E ANALYSIS.	2 100 PERC	ENT TEMP	EXPEC	E CALIBRATION TED. FAILURE	
CORRECTIVE ACTION-UNKNOWN FOR RE-EXAMINATION OF FAIL ED REBULIS OF THE FAILURE VE ACTION TAKEN.	CORRECTIVE ACTION-UNKNOWN. THE REPORTED FAILURE WAS DISCUSSED WITH RESPONSIBLE PERSONNEL AT WIR AND A REGUEST HADE FOR RE-CHANIMATION OF FAILURE TEST RESULTS AND INSPECTION. OF ASSOCIATED INSTRUMENTATION USED. WIR RESPONDED WITH TAP ED RESULTS OF THE FAILURE AS EVIDENCE, NO EQUIPMENT OR INSTRUMENTATION DISCREPANCIES WERE FOUND. NO FURTHER CORRECTIVE ACTION TAKEN.	ED WITH RESPONSIBLE ASSOCIATED INSTRUM UMENTATION DISCREPA	PERSONNEL ENTATION U	AT KIR FOUND.	RESPO	REGUEST MADE HDED WITH TAP THER CORRECTE	
INSTRUMENTATION-A/B A-49-24-4029-F INSTRUMENT SET AND TRANSDUC PRESSURE TRANSDUCER	A-AB-MA-LONG-F FREED-SE TRANSOUCER	FAR 87-01868-88	2320 630700	FACTORY	10	VER BERVONIC NO H-178-4	

į

1110 Jeve

FAILURE MODE-INTERNAL LLAK. FOLTAGE GUTPUT GUT OF SPECIFICATION. PAILURE CAUSED BY LEAKAGE OF BYB PRESSURE INTO THE CASE. LEAKAGE OCCURAED THROUGH PORUS BRAZING BETWEEN BOURDON TUBE AND PRESSURE INLET TIP.

3561 MOV 81

	DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE	RUMENTATION SYSTEM"A	IRBORNE				
8787EH 848-875H	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	AITE TIME DIF	E E	VENDOR NAME VENDOR PART NO	٥
	kortis om maranten statet er skalender kannen sammer skalender skalender i skalender er det statet skalender b						
CORRECTIVE ACTION-UNIT RE	CORRECTIVE ACTION-UNIT REDEBISHED BY VENDOR MAKING BRAZED SECTION INDEPENDENT OF FITTING AREA. MEW BRAZING TECHNIBU Being Evaluated.	SECTION INDEPENDENT	OF F1111K6	AREA. ME	ě	LING TECHNIC	<u> </u>
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	PPT-17-69F-1705-1 DIFFERENTIAL PRESSURE TRANSDUCER	UTF	630708	FACTORY	2 2	MIANCRO PE-4104-13	0 2 0 0 0 0
FAILURE MODE-OUT OF TOLER MAS MEGATIVE LINEAR SHIFT	TOLERANCE, TWO SPECIMENS EXHIBITED OUT OF TOLERANCE OUTPUT DURING INITIAL PROOF CYCLE, FAILURE SHIFT DUN TO WROMG EPOXY USED IN PABRICATION. (8/N 268-0012 AND 308-0015).	OF TOLERANCE OUTPUT ATION. (8/N 368-0018	DURING 3N AND \$05-0	171AL PRO 018) -	- € - 6	TCLE. FAILURE	
CORRECTIVE ACTION-VENDOR	REDESIGNED ALL UNITS WITH NEW EPOXY.	ку.					
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	60/a63-0176/C1-503-00-89 FLIGHT Miring Circuits-Bighal Combilioner RT-12813-8	FLICHT R RY18918-W	69E 634703	57&C 186.70	40		***
FAILURE MODE-ERRATIC OPER JONER FROM VEHICLE 84E. IN	IC OPERATIOM. REPLACEMENT OF BEVERAL TELEMETRY COMPONENTS DURING COUNTIDO . 14. INCOMPAIJSILITY OF MIRING COMFIGURATIONS CAUSED IMPROPER OPERATION.	REVERAL TELEMETRY COMPONENTS DURING COUNTDOWN INCLUDED SIGNAL CONDIT MG COMFIGURATIONS CAUSED INFROPER OPERATION.	RING COUNT R OPERATIO	DOUNT THEL.	9300	SIGNAL CONDI	-
SYSTEM EFFECT-ERRATIC OPERA SOMERS CAUSED LOSS OF B ITEM EMCY DEVIATIONS OUT OF SAMD.	BYSIEH EFFECT-ERRATIC OFERATION, DIFFERENCE IN WIRING CONFIGURATIONS BETWEEN ORIGINAL AND REPLACEMENT SIGHAL CONDIT Omers caused loss of 8 IIEHS of Telemetry Data, interperence between chammels, intermodulation and obstillator presouncy deviations out of band.	IGURATIONS BETWEEN O CE BETWEEN CHAMMELS.	RIGINAL AN INTERMODU	D REPLACE LATION AN	MENT O O	BIGHAL CONDIT	
VEHICLE EFFECT-MONE EXCEPT LOSS OF DATA.	I LOSS OF DATA.						
CORRECTIVE ACTION-MONE,							1
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	SF-90-24-41E4-F TRAMBHITER ELECTROMIC TUBE	7 A R 10 A A R 10 A A A R 10 A A A R 10 A A A A A A A A A A A A A A A A A A A	83970K	# 1 5	1 0	UNITED ELECTRO DYMANICS 14363-N	0
FAILURE MODE-OUT OF TOLER. D. FAILURE WAS COWERNED A	TOLERANCE, UNIT WAS REJECTED WHEN POWER OUTPUT DROPPED 70 1.9 WATTS, APPROX, RSWATTS IS EXPECTE. RMED AND FOUND TO SE CAUSED BY BASEOUS POWER AMPLIFIER FINAL OUTPUT TUSE.	R OUTFUT BROPPED TO POWER AMPLIFIER FINA	1.5 MATTA.	APPROX.	¥ 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	ITS 18 EXPECT	
CORRECTIVE ACTION-MOME, T	COMPECTIVE ACTION-WOME. THE FAILURE WAS DETERMINED TO BE OF RANDOM MATURE AND NOT INDICATIVE OF OTHER FAILURES OF THIS KIND HAD BEEN REPORTED TO DATE.	OF RANGOM MATURE AND	NOT INDIC	ATTUE OF	4 4	A FAILURE TREND.	£
							. `
						PASE DB12	-

**** ****

COMPAN DIVISION

**** ***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	A-METATE MCITATHEM.	IRBORNE					
8787EH 808-8787EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART MUMBER	VEHICLE DATE DIF	817E 71ME 01F	- N	VENDOR NAME VENDOR PART NO		
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	TAR-A-44-MA-MA-MA-A-4-A-4-A-4-A-4-A-4-A-4-A	7AR 87-01366-86	457	PACTORY	₹ ¥	BERVOHIC H=178-B	******	
FAILURE WODE-STRUCTUMAL4 PERCENT FULL SCALE. THE DISTORTION OF THE PRESSU	FAILURE WODE-STRUCTURAL, THREE TRANSDUCERS FAILED WHEN THEY EXHIBITED A POSITIVE STATIC ERROR ABOVE THE ALLOMABLE 1 .g percent full scale. The failure was the besult of overpressurization above the designed limit causing a perhanent Distortion of the pressure element.	EXHIBITED A POBITA BEURIZATION ABOVE T	VE STATIC ME DESIGNE!	CREOR ABO	74 T	IE ALLOWABLE 3 46 A PERMANENT	·	
CORRECTIVE ACTION-6D/C RI E POSSIBILITY OF INTRODUCE	CORRECTIVE ACTION-6D/C REQUESTED CHECKOUT AND TROUBLE-SMOOTIMG PROCEDURES AND TECHNIQUES BE REVIEWED TO PRECLUDE E POSSIBILITY OF INTRODUCING EXCESSIVE PRESSURE INTO THE HYDRAULIC SYSTEM.	ING PROCEDURES AND LAULIC SYSTEM.	TECHNIOUES	BE REVIE	S.	TO PRECLUDE TH		
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS.	88-88-24-4122F 08C1LLATOR	FAR 7-01064-889	629086	FACTORY	# C	VER BENDIK MO Y-01864-615	* 20 1 6 \$	•
FAILURE MODE-FAIL DURING OF 350.329.11. FAILURE CO	DUMING OPERATION. UNIT WAS REJECTED WHEN A MEGATIVE SPIKE OCCURRED DURING VISRATION TESTING PER Luke could not be duplicated.	NEGATIVE BPIRE OC	CURRED DUR	4184 4184 4184	F100	TCSTIME PER E		•
CORRECTIVE ACTION-MONE, F INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	CORRECTIVE ACTION-MONE, FAILURE COULD NOT BE DUFLICATED. STRUMENTATION-A/B 9601850 LEMETRY SET AND TRANSDUC PRESSURE TRANSDUCER 8	UTF-01/AL/FPT	630626	3/Q9	2 v	TES BOURNS NO EGGT371707	# 1 ca a a a a a a a a a a a a a a a a a	
FAILURE MODE-OUT OF SPECIF SCH EXCEDED DIES PERCENT. AL MIGH TEMPERATURE TESTS. ENT OF FULL SCALE VOCTAGE R	OF SPECIFICATION, IN THE RESOLUTION TEST OF 28 JUNE 1883; THERE WERE 388 DISCRETE STEPS, 137 OF WH PERCENT, SIX STEPS EXCEDED 0.8 FERENT, ON 2 JULY 1883; DURING THE PROOF CYCLE FOLLOWING ADDITION E TESTS, THE MAXIMUM ERROR WAS 3.3 PERCENT AT 98 PERC WOCTAGE RATIO. THE PAILUME MAS GOODINATED—WITH THE—VENDOR—WHO—CONFIRMED THE FAILUME.	RE JUNE 1963, THE RE JULY 1963, DURI TOLERFUCE, THE MAX WETH THE-VENDOR-NM	RE WERE 38. NG THE PROFILED CONTIRES	DISCRET OF CYCLE MAS 3.3		PA: 137 OF WH MING ADDITION INT AT 98 PERC	enter (green enter (green)	ń
CORRECTIVE ACTION-THE YES	CORRECTIVE ACTION-THE YEMDOR IS PLANNING CORRECTIVE ACTION, THE VENDOR REWORKED THE PART.	THE VENDOR REWORKE	D THE FART					
1M3.RUMENTATIOM-A/B TELENCTAY BET AND TRAMBDUC EAS	######################################	FAR 87-01886-11	*******	FACTORY	8 Q	UNITED ELECTRO DYNAMICS ROLEG		
FAILURE MODE-STRUCTURAL, TRANSHITTER FAILE 4.0 MATTS, FAILURE WAS CAUSED BY THREE TUNI SEVERE LATERAL SHOCK CAUSED BY MISHANDLING.	FAILURE MODE-STRUCTURAL, TRANSMITTER FAILED DURING FINAL FACTORY CHECKOUT, OUTPUT POWER FLUCTUATED BETWEEN R.G AND .g matts. Failure was caused by three funing coils being loose in the transmitter case, this was probably due to a Evere lateral bhock caused by Hibhardling.	TORY CHECKOUT, OUT DE IN THE TRANSMIT	TEN CASE.	LUCTUATE		INEEN E.O AND IBLY DUE TO A		
						PAGE 0313		

14 JUN 1888

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

VENDOR NAME ENDOR PART NO	HAINING TO B THE INDICA NAMITTERS OF	MOIX 689834		9 P M M M M M M M M M M M M M M M M M M	15 TO RT AND FIER. NO ATT	. AVAILABLE.	***	PPLIED. PAIL		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
VEHICLE BITE PAR VENDOR NAME	TRANSMITTERS RI INFORMED THEM ING ALL THE TRA	FACTORY YES SENDIX NO NO VARIATIONS OF UP T		FACTORY YES NO	EL E, BEGNENTO Ain Guage ampli LR,	PACKAGE BECAM	FACTORY YES	MEN POWER MAS A	, vit	BHIFTS UP TO
	LY ON THE TWO BREMBLY AREA:	1260 630628 1267ED ERRATIC HIGHSTYE COMPG		ORY 128D 630622	O 83 AND CHANN AMMEL E AC STR CEMENT AMPLIFIE	MHEN A BACKUP	2030	N ATLANT BOLLA	ORY 1240 630621	EXPECTED LEVEL
DIF DATA SOURCE PART NUMBER	COLLS HORE SECURE TA OF THE FINAL A	FAR BE-13857-813 HAMMEL MO. 7 IND SILE NOR DURING E		COMPOSITE-FACTORY 85-1366-023	C. BEGMENTS 75 T ND IBOLATED TO CH ACKAGE AND REPLA	ICED AND REMORKES	*********	FR. COMMUTATOR	COMPOSITE-FACTORY	H), DIBPLAYED UN
TEST/REPORT HUMBER FAILED COMPONENT NAME	CORRECTIVE ACTION-THE VENDOR AGREED TO ANCHOR THE TUNING COILS MORE SECURELY ON THE TWO TRANSMITTERS REMAINING TO B E DELIVERED. AM AVO, DATED JULY 29, 1963, TO THE BUPERVISORS OF THE PINAL ASSENSLY AREA, INFORMED THEM OF THE INDICA TED CAUSE OF FAILURE, AMD REQUESTED MORE CAREFUL HANDLING OF THE BIX TRANSMITTERS COMPRISING ALL THE TRANSMITTERS OF	BP-SS-E4-3550F ANSDUC OSCILLATOR SUMCARRIER BS-13537-813 650528 NO BS-13537-813 6505028 NO BS-13537-8136 NO BS-13537-8136 NO BS-13537-8136 NO BS-13537-8136 NO BS-13537-8136 NO BS-13537-813 BS-13537-813 NO BS-13537-813 BS-13537-813 NO BS-13537-813 BS-13537-8137-813 BS-13537-813 BS-13537-	MONE, FAILURE NOT CONFIRMED.	8F-30-E4-3549C	FAILURE MODE-STRUCTURAL. BREAKUP MAS INDICATED ON CHANNEL C, BEGNENTS 75 TO 85 AND CHANNEL E, BEENEMTS 15 TO RT AND 57-49. PAILURE LAS CONTINHED VIA TEDTING ON THE MIBBILE AND IBOLATED TO CHANNEL E AC STRAIN GUAGE ANPLIFIER. NO ATT MPT AT FAILURE ANALYSIS MAD MADE DUE TO LACK OF A BACKUP PACKAGE AND REPLACEMENT ANPLIFILR.	CORPECTIVE ACTION-MOME, UNIT WAS SMIPPED AS IS TO BE REPLACED AND REMORKEG WHEN A BACKUP PACKAGE BECAME AVAILABLE.	##-00-E4-4034-F FONER BUPPLY-0100E	DURING OPERATION, SMOKE OBSERVED COMING FROM COMMUTATOR FOMER BUPPLY WHEN POWER WAS APPLIED. PAIL T transistor and dicce.	MCREASE BUALITY CONTROL DURING ABSEMBLY OF THE FOWER BUFFLY. AX83-0003-1260/FC-CO-03-0302-003 COMFOSITE-FACTORY M8DUC OSCILLATOR	CHANNEL 7 RF MU. 5 (BOOBTER MO. 5 PITCM), DISPLATED UNEXPECTED LEVEL BHIFTS WF TO 8 PERCENT ISM
# 1 % 1 E M	CORRECTIVE ACTION-THE VEN E DELIVERED. AN AVO. DATED TED CAUSE OF FAILURE, AND I THIS TYPE ORDERED.	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC CERS FAILURE MODE-FAIL DURING 1844. FAILURE COULD NOT BE	CORRECTIVE ACTION-NONE, FA	INSTRUMENTATION-A/B SP-30-E4-: TELEMETRY SET AND TRANSOUS AMPLIFIER ERS	FAILURE MODE-STRUCTURAL, 2 ST-49, PAILURE LAS CONFIRM EMPT AT FAILURE ANALYSIS M	CORPECTIVE ACTION-WANE, UN	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ! ERS	FAILURE MODE-VAIL DURING C	CORRECTIVE ACTION-INCREASE INSTRUMENTATION-A/S TELEMETRY SET AND TRANSOUC CERS	FAILURE MODE-DRIFT. CHANNE

11 10H 1166

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME

BUB-BYBIEN	TEST/REPORT HUNGER FAILED COMPONENT HAME	DIF DATA SCURCE PART NUMBER	VEHICLE DATE DIF	TINE OIF	VEHICLE BITE PRI VENDOR MAME DATE DIF TIME DIF OTH VENDOR PART NO	
. BELIEVED DUE TO A FAULTY OSCILLATOR.	OSCILLATOR.				•	•
STRIEM EFFECT-ERRATIC OPERATION.	BYBIEM EFFECT-ERRATIC OPERATION. Vehicl.: Effect-composite re-scheduled. Post-composite testimg and Bystems level testing reguired.	NG AND BYSTENB LEVE	. 7687186	REGUIRED.		
CORRECTIVE ACTIOM-THE TEL	CORRECTIVE ACTION-THE TELEMETRY CANISTER WAS RETURNED TO COMPONENTS AREA AND CHANNEL 7 OSCILLATOR WAS REPLACED. FAI Lure analysis on removed oscillator did not compirm the pailure.	HPOHENTS AREA AND C	HANNEL T C	9CILLATOR	WAS REPLACED. FAI	
INSTAUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	INSTAUMENTATION-A/B AX63-0003-1260/FC-CO-U3-0502-003 TELEMETRY SET AND TRAHSDUC TLM CAMISTER ERS	COMPOSITE-FACTORY	1880 830681	FACTORY	# Q	:
FAILURE MODE-ERRATIC OPER 5 TO 27 AND 57 TO 69 MEAS! TED TO THE TELEPAK.	FAILURE MODE-ERRATIC CPERATION. R.F. NO. E CHANNEL C SEGMENTS 71 TO 83; MEABUREMENT ALGES; AND CHANNEL E SEGMENTS 5 5 to 27 and 57 to 69 measurement altes displayed erratic operation intermittently during the Test, problem was 1800.A Ted to the telepar.	ITS 71 TO 83, MCABUR RATION INTERMITTENT	ENENT A161 LY DURING	IB. AND CH. THE TEST.	NHEL E SEGMENTS : PROBLEM MAS ISOL!	
SYSTEM EFFECT-ERRATIC OPERATION.	RATION.				•	
VEHICLE EFFECT-COMPOBITE	VEHICLE EFFECT-CCAPOBITE RE-SCHEDULED. POST-COMPOSITE TESTING REGUIRED.	ING REGULACO.				
CORRECTIVE ACTION-NO REP. BOOSTER FOR FURTHER TESTI ABLE.	CORRECTIVE ACTION-NO REPLACEMENT WAS AVAILABLE AT TIME OF TEST. AN IR WAS INITIATED AND THE TELEPAK WAS LEFT ON THE BOOSTER FOR FURTHER TESTING AND SHIPMENT, TELEFAK TO BE REPAIRED OR REPLACED PHEN PARTS OR REPLACEMENT BECAME AVAILBEE.	FEBT. AN IR WAB INIT AIRED ON REPLACED IN	IATED AND HEN PARTS	THE TELEPOR REPLACE	AK MAB LEFT ON THI ENENT BECAME AVAIL	1
INSTRUCENTATION-A/8 3P-99-24-4 TELEMETRY BET AND TRANSOUC OSCILLATOR ERS	3F-88-24-4088-F OSCILLATOR	TAR 7-01664-935	430421	FACTURY	YES SENDIN NO TOE-41	**
FAILURE MODE-OUT OF SPECIFICATION, DURING VIER NTERMITTENT MOISE OF 1.1 TO 6 PERCENT INFORMATION. MED, MO DEFINITE CAUSE OF FAILURE WAS FOUND HOM ING FASTENED DOWN NIGHTLY IN ITS NEXT ASSEMBLY.	FAILURE WOOC-OUT OF SPECIFICATION, DURING VIBRATION OF THE TELEMETRY CANISTER THE CHANNEL 11 OSCILLATOR INDICATED I Ntermittent moise of 1.1 to & percent information bandwith when 4 pct 18 the maximum allowed, failure was not confir Med, no definite cause of failure was found homever, the reported failure may have been due to the decillator not be Ing fastened down lightly in its mext absendly,	TELEMETRY CANISTER MEN 4 PCT 18 THE MA ORTEO PAILURE MAY +-	THE CHANNIXING ALL	IL 11 OBCI MED. FAIL JUE TO THE	LLATOR INDICATED URE WAS NOT CONFIL OSCILLATOR NOT BI	
CORRECTIVE ACTION-TELEME GREATER CARE IN THE PREP	CORRECTIVE ACTION-TELEMETRY TEST PERSONNEL MERE MOTIFIED OF THE FINGINGS OF THIS ANALYSIS AND MERE RESUESTED TO USE Greater care in the preparation and testing of telemetry canisters.	THE FINDINGS OF THAN INC.	118 AMALYS	IS AND WER	E REGUESTED TO US	1
IMBTRUMENTATION-A/B A-98-24-3538F TELEMETRY SET AND TRANSDUC TLM CANISTER-RECTIFIER ERS	A-BB-E4-3338F TLM CANISTER-RECTIFIEM	FAR 27-12561-607	03000	FACTORY	W P B	معارب ومساور مرورو
FAILURE MODE-OUT OF TOLERANCE, E UN RE BELOW THE E.S VOC PLUS OR MINUS O R, THEY WERE ATTRIBUTED TO IMPROFER RECTIFIER OUTFUTS WERE BATISFACTORY.	FAILURE MODE-OUT OF TOLERANCE, E UNITS WERE ANALYZED FOR THE SANE PROBLEM. OUTFUTS OF THE DUAL CRYSTAL RECTIFIER ME HE BELOW THE 2.5 VOC PLUS OR MINUS G.085 VDC RESUIRED WITH 115 YAC 400 CYCLES IMPUT. FAILURES WERE CONFIRMED. MOMEYE HI THEY WERE ATTRIBUTED TO IMPROPER ADJUSTMENT OF THE RECTIFIERS PRIOR TO INSTALLATION. AFTER READJUSTMENT THE DUAL	HE SANE PROBLEM. OU' 115 YAC 400 CYCLES ! FIERS PRIOR TO INST	PUTS OF THEUT, FAI	HE DUAL CR Lures Were After Read	YSTAL RECTIFIER M CONFIRMED, MOMEY JUSTMENT THE DUAL	

**** *** **

	DIFFICULTIES REVIEW-INSTRUMENTATION STATEM-AIRBORNE	MENTATION STREMA	 		AENOOR NAME	
SVSTEM BUS-SVSTEM	TCST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	DATE DIF TIP	TIME DIF OTH	~)	
CORRECTIVE ACTION-PERIOD (TEST BET MAS FOUND ADROUM. L RECTIFIERS.	FERIOD OF TEST SET VALIDATION WAS REVIEWED TO INSURE AGAINST PACKAGE SETUP WITH FAULTY EQUIPHENT. Adequate, technicians were instructed to taxe greater care, in the puture, when adjusting the du	TO INSURE AGAINST TAKE GREATER CARE,	PACKAGE BETI IN THE PUTUR	JP WITH F	AULTY EBUIPHENT. ADJUBTING THE DU	**************************************
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSCUC ERB	SP-00-R4-BSS-P PARSSURE TRANSDUCER	FAR 7-01723-11	810618 FAC	FACTORY YES	YES CEC NO 4-380ANA-9A	# # #
FAILURE MODE-STRUCTURAL. ANISTER. THE O-RIMG MAS DE CORRECTIVE ACTION-MOME. V	TURAL, UNIT FAILED DUE TO LEARAGE CAUSED BY A DEFORMED O-RIMMAS DEFORMED BECAUSE OF AM IMPROPERLY RACHINED O-RIMG SEAT. MOME. VENDOR HAS DISCONTINUED MANUFACTURE OF THIS ITEM.	N A DEFORMED O-RIM HINED O-RIM6 SEAT. OF THIS ITEM.	, AND A CRACI	10708 1070	O-RING AND A CRACKED BOLDER JOINT IN THE C BEAT.	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	A-A9-E4-3575-F COMMUTATOR	55-G1271-9	45F FAC	FACTORY YES	B FIFTH DINENSIO	000
CONTAHINATIO TOR WAS ERRA MATING GEARS	FAILURE MODE-CONTAHINATION. DURING FACTORY CHECKOUT THE CHANNEL 12 COMMUTATOR RAN ERRATICALLY, FAILURE WAS CONFIRME D. THE COMMUTATOR WAS ERRATIC MITHIN THE SPECIFICATION SPEED BAND. THE CAUSE MAS ATTRIBUTED TO METALLIC FARTICLES FA BSING THROUGH MATING GEARS IN THE GEAR BOX.	BEL 12 COMMUTATOR F BAND. THE CAUSE MAI	RAN ERRATICAL S attributed	LLY. FAIL TO METAL	URE WAS CONFIRME LIC PARTICLES PA	
CORRECTIVE ACTION-REQUEST URES TO PREVENT RECURRENCE RE COMMUTATORS OF THIS TYPE RATED COMMUTATOR SPEED.	CORRECTIVE ACTION-REGUESTED MANUFACTURER OF COMMUTATOR TO ASSURE NECESTARY MANUFACTURING AND GUALLIT CONTROL PROCED URES TO PREVENT RECURRENCE OF THIS FALLURE MODE, REGUESTED ENGINEERING TO REVISE ACCEPTANCE TEST PROCEDURES TO REGUE ARE COMMUTATORS OF THIS TYPE NOT TO EXCEED A FRANK-TO-FRANK COMMUTATOR SPEED VARIATION OF MORE THAN G.S PERCENT OF THE E RATED COMMUTATOR SPEED.	ASSURE NECESTARY MANUFACTURING AND GUALITY CONTROL I ENGINEERING TO REVISE ACCEPTANCE TEST PROCEDURES TO COMMUTATOR SPEED VARIATION OF MORE THAN G.S PERCENT	JEACTURING AL E ACCEPTANCE LATION OF MO	ND BUALIT TEST PRO	T CONTROL PROCED CEDURES TO REOUT S PERCENT OF TH	
INSTRUMENTATION-A/B TELEMETRY PET AND TRAMSDUC ERB	SP-00-24-4108 Calibrator Potentioneter	FAR 87-11341-018	#630 #5061#	FACTORY YES	YES BENDIN NO 1047387	****
FAILURE MODE-STRUCTURAL. IVE PEDESTALS ALSO CHANGED	FAILURE WOOE-STRUCTURAL. CHARNEL E MEGATIVE PEDESTAL CHANGED FROM 7 TO 8 PERCENT BANDWIDTH. CHANNEL 11 AND 16 MEGAT Ve pedestals also changed. The Failure was caused by a Potentiometer with 3 missing wifer asws.	CHANGED FROM 7 TO B PERCENT BANGWIDTH. CHA A POTENTIOMETER WITH 3 MISSING WIPER ASWS.	NT BANGWIGTH BRING WIPER	CHANNEL ATMB.	11 AND 16 MEGAT	
CORRECTIVE ACTION TO	0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0. 0					
					PAGE 0310	

DIPPLICULTIES REVIEW-11890RECHUNALION STRUTES ALBERTAN

#31878 4.31878	TEST/REPORT NUMBER FAILED COMPONENT MAME	917 DATA SOURCE PART NUMBER	VEHICLE BITE PRI DATE OFF TIME DEF OTH	I VENDOR NAME H VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-88-84-3817-F O&CILLATOR	FAR 87-18873-808	SECTION VES NO	8 BENDIK 1096900-609	***
FAILURE MODE-OUT OF TOLE	OF TOLERANCE. SUBCARRIER OSCILLATOR FOR CHANNEL B DRIFTED OUT OF TOLERANCE. FAILURE MOT CONFIRMED.	IANNEL & DRIFTED OUT	OF TOLERANCE. FAILUR	E NOT CONTIRMED.	
CORRECTIVE ACTION-NOME.	OSCILLATOR DRIFT WAS FOUND TO SE WITHIN TOLERANCE.	THIN TOLERANCE.		e e e e e e e e e e e e e e e e e e e	
INCTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	8P-99-24-4633-F OSCILLATOR-POTENTIOMETER	FAR 27-01607-117	SSUSIG FACTORY VES	B BENDIK PACIFIC BISSISS-9-6	***************************************
FAILUPE MODE-FAIL DURING OF THE CACILLATOR OUTPUT	DURING CPERATION, DURING BENCH TEBTING THE FREG. DEVIATION COULD NOT BE CONTROLLED BY ADJUB.MENT OUTPUT VOLTAGE POTENTIONETER.	IE FREG. DEVIATION C	OULD NOT BE CONTROLLED BY AD.	D BY ADJUSTMENT	
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR INDICATED IMPROVEMENTS OF THE POTENTIONETER HAVE BEEN INCORPORATED WHICH REDUCE THE POSSIS	INTIONETER HAVE BEEN	I INCORPORATED WHICH F	EDUCE THE POSSIB	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	36-99-24-3510-F OGCILLATOR TUBE/TYPE-6111	FAR 89-13227-613	SEED FACTORY VE. 630618 NO.	YES BENDIX-PACIFIC NO	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4
FAILURE MODE-OUT OF SPEC	OF SPECIFICATION. CHANNEL A AND E WERE OUT-OF-RAND, CAUSED BY A SHIFT IN VACUUM TUBE PARAMETERS. T FIRMED.	F-OF-BAND, CAUSED #1	A BILLT IN VACUUM TO	ME PARAMETERS. T	
CORRECTIVE ACTION-ECP 74	7484 MAS PRESENTED TO THE AIR FORCE PROPOSING A CHANGE TO SOLID STATE OSCILLATORS.	PROPOSING A CHANGE	TO SOLID STATE OSCILL	.1088.	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC	SP-93-24-3510-F COMMUTATOR SEAR MOTOR	我不停—A. 我因为?—— 也也	120D PACTORY VE. 630618 PACTORY VE.	YES REED AND REESE NO	0 4 0
FAILURE MODE-CONTAMINATI	FAILURE MODE-COMTANIMATIOM, CHAMMEL E COMMUTATOR WAS INTERMITTENT CAUSED BY EXCESSIVE CARSON DUST THROUGHOUT THE UN T.	MITTENT CAUSED BY 63	CESSIVE CARBON DUST	THROUGHOUT THE UN	
CORRECTIVE ACTION-ECP 74	CORRECTIVE ACTION-ECP 7424 MAS PRESENTED TO THE AIR FORCE PROPOSING A CHANGE TO COMMUTATORS MAYING A MIGMER DEGREE W Reliability.	PROFOBING A CHANGE	TO COMMUTATORS HAVING	A HIGHER DEGREE	

18 JUN 1866

****	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	TRUMENTATION SYSTEM'A	INBORNE				
STETEN SUS-SYSTEM	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 714E 01F	OTH	VENDOR MANÉ Vendor part no	
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC ERB	BP-08-E4-4017 COMMUTATOR, MOTOR	FAR	*******	PACTORY	\$ Q	VES BENDIX No 1096188-8-8	***
FAILURE MODE-CONTABINATION. MAS APPARENT ON BOTH SETS OF THE CONTACTS TO MAINTAIN ELEC	MOTOR OVERSPED DURING CONTACTS, FAILURE WAS TRICAL CONTINUITY TOO	MANUFACTURING TESTING. DISASSEMBLY SHOWED THE MIGRATION OF METAL CAUSED BY METAL MIGRATION BETWEEN THE GOVERNOR CONTACTS: CAUSING LONG TO REGULATE SPEED MITHIN SPECIFICATIONS.	SEMBLY BHC TWEEN THE N BPECIFIC	WED THE N GOVERNOR ATIONS,	CONT	TION OF NETAL	
CORECTIVE ACTION-RARB A TOR, SPEED TOLERANCES WER 63.	CORRECTIVE ACTION-RARB A-88-R4-3984 AND A-88-24-3883 MERE PREVIOUSLY 288UED, RECOMMENDING A DESIGN REVIEW OF OR. Speed tolerances were sugsequently revised from plus or minus s to plus or minus s percent as of october 3.	PREVIOUSLY ISSUED, R OR MINUS S TO PLUS OR	ECOMMENDIA NINU& 8 P	6 A DEBIG	, ž 8	MEW OF THE MO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	AX83-0003-1260/FC-CO-02-0802-008	COMPOSITE-FACTORY	1200	FACTORY	# £		•
FAILURE MODE-OUT OF TOLE	FAILURE MOSE-OUT OF TOLERANCE, OF MO. 1 CHANNEL A MAS OPERATING BELOW THE LOW FRESUENCY SAND EDGE.	RATING BELOW THE LOW BELOW THE LOW PRESIEW	FREGUENCY CY BANG ES	BAND EDGE			
VENICLE EFFECT-COMPOSITE	VENTCLE EFFECT-COMPOSITE RE-SCHEDULED, BYBIEMS LEVEL AND FOST-COMPOSITE TESTING REGULAED.	FOST-COMPOSITE TESTIN	e REGUINED				······································
INSTRUMENTATION-A/B FELEMETRY BET AND TRANSDUC ERS.	A-A9-E4-3308-F TLM CAH18TER-OSCILLATOR	FAR 87-18571-918	1367	FACTORY	2 2	8EN01X 27-01257-803	***
FAILURC MODE-OUT OF SPEC WHEN AS PCT MAS EXPECTED NPUT INSTEAD OF THE REBUI	' SPECIFICATION OR TOLERANCE, CHANNEL S OUTPUT WAS SE PCT BAND WIDTH AT CENTER FREGUENCY STIMULUS FERVISED. THE CHANNEL S OSCILLATOR WAS APPARENTLY CALISBATED AT CENTER FREGUENCY, USING 1.875 VDC 1. RESUIRED E.S VDC.	OUTFUT WAS SE PCT BA PARENTLY CALIBRATED A	NO WIOTH I	T CENTER REGUENCY,	7 X E	AT CENTER PREGUENCY STIMULUS PREGUENCY, USING 1.875 VDC 1	
CORRECTIVE ACTION-BINCE : BIMENT OF CHANNEL B: AND IS MECESSARY.	INCE PROCEDURE USED TO CALIDRATE THIS PACKAGE REQUIRES 2.5 VDC BE USED FOR CENTER PREQUENCY ADJU AND SINCE APPROPRIATE PERSONNEL ARE NOW AWARE OF THE DISCREPANCY, NO FURTHER CORRECTIVE ACTION	FACKAGE REQUIRES N.S OM AWARE OF THE DISCR	VDC BE UBE EPANCY: NG	D FOR CEN	CORR	REQUENCY ADJU	
HETRUMENTATION-A/B FELEMETRY SET AND TRANSDUC	96D1850 PRESSURE TRANSDUCER	UTP-GUAL/PPT		5/09	# O	YES BOURNS NO EGGTSTATGT	
FAILURE MODE-OUT OF SPEC. CEEDED 0.25 PERCENT, TWO	SPECIFICATION. ON 15 JUNE 1993, THE RESOLUTION CHECK REVEALED 447 DISCRETE STEPS OF WHICH 44 EX Two steps excreded thice the specified resolution, during the second calibration sycle, one pos	ESOLUTION CHECK REVEA B RESOLUTION, BURING	LED 447 D1 THE RECOMD	SCRETE ST CALIBRAT	. š	F WHICH 44 EX	
						PAGE 0318	

**** *** ***

*** ** ***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME	MENTATION SYSTEM'S	IRBORME			,
BYBTEM BUG-BYBTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF TI	817E P	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
NT EXCEEDED THE ALLOWED ERROR ONLD BE R.O PLUB OR MINUS 1.0 TEST, WHICH PLACED THE ERROR	TEXCECDED THE ALLOWED ERROR BAND BY G.1 PERCENT. THE POINT WAS S.1 PERCENT OF PULL SCALE VOLTAGE RATIO, WHEN 1Y BN MALD BE R.O PLUS OR MINUS S.O PERCENT. ON 18 JUNE 1983; THE UNIT EXPERIENCED UPMAND SHIFT AFTER THE MIGH TEMPERATURE TEST. WHICH PLACED THE ERROR BAND OUT OF TOLERANCE.	MAS B.1 PERCENT OF MAIN EXPERIENCED UP	FULL SCALE WARD SHIFT A LE VENDOR FOR	FIER THE REWORK.	OF PULL SCALE VOLTASE MATIO, WHEN IT SHUPMAND SHIFT AFTER THE HIGH TEMPERATURE. THE VENOR FOR REWORK.	* * * * * * * * * * * * * * * * * * *
INSTRUMENTALICH-A/B TELEMETRY SET AMU TRANSOUC ERS	BF-82-24-4018F COMMUTATOR, MOTOR	FAR	630612 FA	FACTORY 1	YES BENDIX NO 1098485-6-8	*****
FAILURE MODE-OUT OF SPECIFICATION OF LIMAUSED BY MICRATION OF CARBON BRUSH MATERIA MAKE A GRINDING CONFOUND, THAT MITH MARMANERE BINDING CAUSED THE MOTOR TO SLOW UP.	FAILURE WODE-OUT OF SPECIFICATION ON LIMITS. WOTOR FAILED DUE TO UNDERSPEED DURING VIBRATION TESTING. FAILURE WAS C Aused by Migration of Cardon Brush Material into the Gear Assehely, where it combined with the Lubricant Present to Make a grimding compound, that with manmal rotation of the Gears, wore out the Assembly. Wear continued to a point w Mere binding caused the motor to slow up.	JE TO UNDERSPEED DU REHELY: WHERE IT CO TARB: WORE OUT THE	RING VIBRATI MBINED WITH ABBEMBLY, WE	OM TESTEL THE LUBRA AR CONTE	IG. FAILURE WAS C CANT PRESENT TO NUED TO A POINT M	
CORRECTIVE ACTION-RAR SP-	SP-88-24-5877 WAS ISSUED TO INVESTIGATE THE GEAR MUTOR FAILURE PROBLEM.	TE THE GEAR MOTOR P	ALLURE PROBL	£#.		
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	A-DD-E4-40UO-F PRSAUME TRANSDUCER	FAR 7-01731-9	650611 PHR	4 O	BOURNS 71784-0-45-45E	
FAILURE MODE-OPEN (ELECT) BUTED TO EXCEBBIVE VOLTAGE	KELECT). UNIT FOUND TO HAVE AN OPEN CIRCUIT, FAILURE CONSISTING OF AN OPEN PLATINUM ELEMENT ATTRI Voltage being applied.	IT, PAILURE COMBIBI	THE OF AN OF	En PLATI	UM ELEMENT ATTRI	
CORRECTIVE ACTION-PERSONNEL	EL CAUTIONED REGARDING EXCESSIVE VOLTAGE TO PREVIAT RECLARENCE OF THIS FAILURE.	DETACE TO PREVENT	ECUARNOE OF	TH1 # FA	ILURE.	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	a-bb-24-5552 Converter-Transifica	F. A. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	484	FACTORY Y	YES U. E. D. NO 14363H	0 0 0 0 0
FAILURE MODE-FAIL DURING THE POWERCONVERTER ET-1432 EMENT OF THE TRANSISTON SM	DURING OPERATION. NO RF OUTPUT WAS EVIDENT, INVESTIGATION REVEALED THAT THE FUDE TO THE INPUT OF 27-145DE WAS BLOWN AND THAT & DELCO ENIDD TRANSIDTORS IN THE CHOPPER CIRCUIT WERE FAULTY. NEASUR 18TON SWITCHING VOLTACE REVEALING EXCESSIVE SPIKING AND CONSEGUE IT BREAKDOWNOF THE TRANSISTOR.	T, INVESTIGATION REVEALED THAT THE FUDE TO THE IMPUT OF REASHINGS IN THE CHOPPER CIRCUIT WERE FAULTY. MEASUE PPIRING AND CONSESUE IT BREAKDOWHOF THE TRANSISTOR.	VEALED THAT IE CHOFFER CI SOUGHT BREAKE	THE FUSE	TO THE IMPUT OF RE FAULTY, MEASUR E TRANSIBTOR,	
CORRECTIVE ACTION-RECONNENDED 164 OF THE DC TO DC CONVERIER.	COMMECTIVE ACTION-RECOMMENDED THAT THE VENDOR INCORPORATE PROTECTIVE CIRCUITRY FOR TRANSIENT SUPPRESSION IN HIS DES En OF THE DC TO DC CONVERCER.	HOTECTIVE CIRCUITE	FOR TRANSE	ENT BUFFR	ESSION IN HIS DES	
					PAGE 0318	

18 JUN 1988

DIFFICULTIES REVIEW-INSTRUMENTATION STRIKE-AIRBORNE

8787E 808-87EE	TESTFREPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE FART NUMBER	VEHICLE DATE DIF	BITE TIME O.F	PRIO	PRE VENDOR MANE OTH VENDOR PART NO	
INSTRUMENTATION-A/D TELEMETRY BET AND TRANSOUC ERB	HG-04-84-5521-F ANSOUC TLM CANISTER	PAR 87-12890-816	010010	PAC TON Y	2 2		
FAILURE MODE-ERRATIC OPER	IC OPERATION. THE TELEFAR OPERATED ERRATICALLY, HONEVER, THE FAILURE WAS NOT CONFIRMED.	CALLY: HONEVER: THE	PASLUME W	10 FOT CO	K1	. WCD.	
CORRECTIVE ACTION-THE PAC AS DISCOVERED, NO FURTHER	CORRECTIVE ACTION-THE PACKAGE WAS SUCCESSFULLY CALISRATED WIGRE MECESSARY AND SINCE NO INDICATION OF PART FAILURE M As discovered, no further corrective action was taken,	KRE MECESBARY AND I	SENCE NO EI	EJCATION	8	PART FAILURE W	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	A-99-13-3516-F Transhitter	FAR 87-18878-647	1367	FACTORY	ž 3	YES BENDIN-PACIFIC MO	# P # P # P # P # P # P # P # P # P # P
FAILURE MODE-OUT OF TOLER LEVEL 18 3 PERCENT 1844. F	TOLERANCE, BFIKING UP TO SG PERCENT IBW AND S PERCENT IBW MOISE ON CHANNEL 12. ACCEPTABLE MOISE. ISW. FAILURE NOT COMPTRMED.	AND S PERCENT ISV	15 NO 3810	IAMPEL 18	¥	CEPTABLE MOISE	
CORRECTIVE ACTION-WONE, C	CORRECTIVE ACTION-WOME. CHANNEL 12 DEVIATION WAS READJUSTED WHICH REDUCED HOISE TO ACCEPTABLE LEVEL.	WHICH REDUCED MOISE	TO ACCEP	.4866 167	j		
INSTRUMENTATION-A/B TELENETRY BET AND TRANSDUC ERB	39-38-24-3360-F	7AR 53-14440-1	******	FACTORY	3		5 6 7 6 6
FAILUVE MODE-OUT OF TOLERANCE, DURING ELECTR TVOLTS WICH THE ALLOWABLE LEVEL IS S MILLIFON ATION MISINTERPRETATION BY TESTING PERSONNEL.	FAILUVE MODE-OUT OF TOLERANCE, DURING ELECTRICAL TEATING TRANSDUCER POWER SUPPLY INDICATED A NOISE LEVEL OF 19 MILL IVOLTS WICH THE ALLOWABLE LEVEL IS S MILLIFOLTS, PAILURE WAS MOT CONFIRMED. THE REPORTED FAILURE WAS DUE TO SPECIFIC ATIOM MISIMTERPRETATION BY TESTING PERSONNEL.	NADUCER PONCR BUPPL NOT CONFIRMED, THE	Y INDICATE	O A NOTS	37 84	VEL OF 19 MILL UE TO SPECIFIC	
CORRECTIVE ACTION-PERSONN TED T-AT TAMERING COULD D USSED WITH TEST PERSONNEL	CORRECTIVE ACTION-PERRONNEL RESPONSIBLE FOR DISASSEMBLING PARTS PRIOR TO SHIPHENT FOR FAILURE ANALYSIS MERE INSTRUC TED THAT TAMERING COULD DESTROY THE URIGINAL CAUSE OF FAILURE AS WELL AS ADDING NEW DISCREFAMCIES. THE EOP WAS DISC USSED WITH TEST PERSONNEL TO DEFERHINE IF ANY CLARIFICATION WAS HEEDED.	NATO PRICE TO SHIPME RE AS WELL AS ABBIN VAD PRECECO.	TO SHIFMENT FOR FAILURE ANALYSIS AS ADDING NEW DISCREFANCIES. THE	LURE ANA IEPAHCIES		S WERE INSTRUC E EOP MAS DISC	
INBFRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	A-485E-44-64-64	7.2.2 7.0.1.0.1.0.1.0	* *************************************	FACTORY	ž 2	7E8 BENDIX NO 1041962-3-K	

PAGE 0380

FAILURE MODE-OUT OF TOLEMANCE, THE OCCILLATOR BECAME UNBTABLE DURING MANUFACTURING TEATS, FAILURE NAS CONFIRMED. ON CILLATOR DID MOT BYABILIZE AT CENTER FREGUENCY OF 70,000 PLUS OR MINUS SES CPS BUT DRIFTED FROM 71,845 TO 71,733 CP. IN 3.5 HOURS. FAILURE MAS DUE TO CHANGIRE CHARACTERISTIC OF THE MODULATOR TUBE V-1 ITTPE 6111).

**** **** ***

# U # I	10 m
1001	CONVAIR DIVIBION
	CORYA

DITTICULTIES REVIEW-INSTRUMENTATION SVETEM-AIRBORNE

8781EM 808-8781EM	TESTAREPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DIF	PRI VENDOR MANE OTH VENDOR PART HO	
CORRECTIVE ACTION-THE PRE AN WHEREIN THIS OSCILLATOR	THE PRESENT BENDIX MOUND TELEMETRY CANIBIER IS BEING REPLACED WITH A MEW LIGHTWEIGHT BENDIX TELEP Illator is no Longer used.	TER IS BEING REPLACE	ED WITH A NEW LIGHTWI	CLENT BENDIX TELEP	• • • • • • • • • • • • • • • • • • • •
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	A-FB-E4-3584-F CACILLATOR / MESISTOR	FAR 27-01400-061	escent sambisco vza BENDIX NO 70531	YES SENDIK NO TOESS	***
FAILURE MAGE-OUT OF TOLER 8 ON WINUS 184 CPS IS ALLO ELY RS RESISION.	TOLERANCE. OSCILLATOR WAS REJECTED WHEN IT DRIFTED SOG CPS ABOYE THE HIGH FREQUENCY BANDEDGEPLU. B allowed. Failure was comptried and attributed to acting of the modulator stace components, han	N IT DRIFTED SOG CP! TRIBUTED TO ACCING (B ABOVE THE NIGH FREG OF THE MODULATOR STAC	PREGUENCY BANDEDGEPLU STAGE COMPONENTS, HAM	
CORRETIVE ACTION-REPLACE THE CAMIST'S WOOLES: AM EXTENDED CESSIVE D'IFT.	E THE BEHDIX ROUND CANISTER MITH A LIGHTURIGHT TRANS- ISTORIZED VERSIOM, FOR EXISTING ENDED BURN PROCEDURE (TD-7-G1488) IS BEING WRITTEN TO CATCH THOSE OSCILLATORS SUBJECT	LIGHTWEIGHT TRANS- 18 BEING WRITTEN TO	ISTORIZED VERSION. F	OR EXISTING ROUND FORS SUBJECT TO EX	
INSTRUMENTATION-A/B TELLMETRY SET AND TRANSOUC ERR.	8P-A3-24-2537-F Odcillator	7.58 81.897GG-838	#SGEDS FACTORY N	YES TEXAS INSTRUME NO NIS 4E3E0E-13	***
FAILURE MODE-FAIL DURING OPES ILED TO DIRCLOSE ANY PROBLEMS.	PURING OPERATION-IT WAS REPORTED THAT THE SCO HAD HO OUTPUT. FINCTIONAL TEST OF THE OSCILLATOR FA T PROBLEMS.	IC SCO HAD NO OUTPUT	. FINCTIONAL TEST OF	THE OSCILLATOR FA	
CORPECTIVE ACTION-MONE-FA	CORPECTIVE ACTION-WONE-FAILURE COULD NOT BE CONFIRMED.				
INSTRUMENTATION-A/B FELENETRY REF AND TRANSCUC ERB	6F-93-24-4128-F OGCILLATOR/TUBE ELECTRONIC	FAR 7-01884-839	#30#D# FACTORT Y	YES BENDIX NO 1040659-67	480108
FAILURE MODE-FAIL DURING FAILURE MAS CONFIRKED AND COULD MOT BE DEFERMINED.	FAILUME MODE-FAIL DUMING OPERATION. UNIT WAS REJECTED WHEN NOISE AND DISTORTION GEVELOMED DURING VISRATION TESTING. FAILURE MAS COMPIRKED AND RESULTED FROM A VIBRATION BENSITIVE ELECTRON TUBE/SPISM. REASON FOR TUBE BEING SENSITIVE OULD NOT SE DETERMINED.	POISE AND DISTORING THE STREET	ON EEVELOMED DUTING '	FIBRATION TESTING.	
COMBECTIVE ACTION-VEHDOR	MAS REAUESTED TO BE MORE SELECTIVE IN CHOOSING COMPONENTS.	C IN CHOOSING COMPO	-ERT .		
HBIRUMENTATION-4/B FELENETRY SET AND TRANSOUC ERB	FAR-1-AS-E4-1554 PRESSURE TRANSCUCES	FAR 87-01843-9	45F FACTORY 1 8108DS	YES SOURNS NO 42011-0-150-75	
					_

. . . .

11 1UN 1940

8 Y 8 Y E.M.	DIFFICULTIES SEVIEW-INSTRUMENTATION SYSTEM-AIRBORNE TEST/SEFORT NUMBER DIF DATA SOURCE YEHICL	DIF DATA SOURCE	PRORME.	PRE VENDOR HAME	
M 31 2 1 2 - 20 2	FAILED COMPONENT NAME	PART NUMBER	DATE DIF TIME DIF	DATE DIF THE DIF OTH TEMOOR PART NO	
UNT THE ELECTRICAL RECEPTA HAVING A LOW OUTPUT THROUG	. MECEPTACLE OMTO THE TRANSDUCER ALLOWED LOSS OF THE REFERENCE VACUUM, RESULTIMS IN THE TRANSDUCER If throughout Its operating range.	S OF THE REFERENCE	VACUUM, REBULTING	IN THE TRANSDUCER	
CORRECTIVE ACTION-THE VEN	-THE VEHOOR WAS REQUESTED TO IMPROVE BE METHODS TO PREVENT FORES IN THE SOLDER CONNECTIONS.	HODS TO PREVENT FOR	ES IN THE SOLDER	ONNECTIONS.	••••••
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC ERS	FAR-NY-DD-R4-3561 RAMSDUC PRESSURE TRAMSDUCER	FAR 87-01388-88	1980 VAFB 620606	YEB BERVONIC NO M-178-2	980711
PAILURE WODE-ELECTRICAL OPEN. TH AUSED BY A LOWGITUDIMAL WOVEHENT FTIMG OFF THE RESIBTANCE ELEMENT.	FAILURE WODE-ELECTRICAL OPEN. THE TRANSDUCER FAILED MMEN IT EXHIBITED AN INTERNITTENT OPEN CONDITION. FAILURE WAS C AUSED BY A LOWGITUDINAL MOVEMENT OF THE WIPER ASSEMBLY DURING VISRATION. CAUSING AN OPEN CIRCUIT DUE TO THE WIPER LI FIING OFF THE RESISTANCE ELEMENT.	EXHIBITED AM INTER- VIBRATION: CAUBING	ITTENT OPEN COMDI. AN OPEN CIRCUIT I	IOM, FAILURE WAS C UK TO THE WIPER LI	
CORRECTIVE ACTION-6D/C IN	-GD/C IMITIATED A VIBRATION TEST TO REJECT VIBRATION SENSITIVE TRANSDUCERS.	VIBRATION BENBITIVE	TRANDDUCERS.		
IMBIRUMENTATION-A/B TELENETRY BET AND TRANSDUC ERB	A-38-E4-353E-F OBC1LLATOR	FAR E7-01868-88	630603 8AN DIE6 O	SAN DIEG YES BENDIX O NO TOK 44	881078
NILURE MODE" FAIL TO OPE IED: HOMEYER, QURING VIS THIS PROBLEM HAD NO EFF	FAILURE MODE" FAIL TO OPERATE AT PRESCRIBED TIME, OSCILLATOR MAS REJECTED FOR MO OUTPUT. FAILURE COULD MOT SE DUPLE CAIED: HONEYER, DURING VISUAL 193P. A POSTION OF THE FLABS ENVELOP OF VS MAS BROKEN, ONE TO THE METHOD OF FABRICATION. N. THIS PROBLEM HAD NO EFFECT ON THE OPERATION OF THE OSCILLATOR.	MAB REJECTED FOR N Velop of VB MAB BRC Tor.	O OUTPUT. FAILURE REN. OME TO THE M	COULD NOT BE DUPLE THOO OF FABRICATIO	
CORECTIVE ACTION-FAILURE NOT CONFIRMED, THE VEH ECTION AND IMPROVED MORRANANINIP WERE NECOMMENDED.	CORRECTIVE ACTION-FAILURE NOT CONFIGNED. THE VENDOR WAS INFORMED CONCERNING HIS FABRICATION TECHNISUE, TIGNTER INSP CTION AND INFROVED MORKMANSHIP MERE RECOMMENDED.	RMED CONCERNING MIS	FABRICATION TECH	ieuE. Tichter insp	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUCERS	A89-24-3514-F RAMBOUC TRAMBHITTER-FOMER BUFFLY	FAR 87-18878-001	136F FACTORY 630603	BENDIN-PACIFIC	001844

CORRECTIVE ACTION-FUTURE PROFOSALS WILL SPECIFY PACKAGES OTHER THAN 37-DISST. THE LIGHT WEIGHT PACKAGE TO SE SPECIFIED UNTIL LATE AFECES AND WOULD NOT BE INCORPORATED UNTIL LATE IN THE GERIES AND WOULD NOT BE INCORPORATED UNTIL LATE IN THE SERIES AND WOULD NOT JUSTIFY THE ADDITIONAL COST.

FAILURE MODE-FAIL DURING OPERATION. NO RP OUTPUT PROM TELEMETRY PACAAGE, FAILURE CAUSED BY POWER SUPPLY FAILURE.

**** *** **

		DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE	HENTATION BYSTEN"AL	RBORNE			٠,	
	AVATEN BUB-BYBYEK	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	11 ME 01F	= =	VENDOR NAME VENDOR PART NO	
	INSTRUMENTATION-A/B SF-86-E Telemetry bet and transduc Harness erb	49-99-84-84-84-9 11-11-11-11-11-11-11-11-11-11-11-11-11-	FL1641 88-14801-8	1.2.0 63.0.601	FACTORY	. O		***
	FAILURE MODE-OUT OF TOLER THE TROUDLE WAS ISOLATED BLE MAMBER OF STRANDS OF T	IT OF TOLFRANCE, DURING A RUN OF THE TELEMETRY SYSTEM CHECKOUT A LOW OUTPUT I SOCIATED TO HARMESS PAN SS-14501-5. PIN A OF PLUG 35056 WAS FOUND TO HAVE RANDS OF THE MIRE WERE CUT, AND THE REMAINDER WERE TWISTED OR TOROUGD OFF.	SYSTEM CHECKOUT A LOW OUTPUT WAS FOUND ON CHANNEL 1E1. Plue Jsdes was Found to have a loose wire. A combidera Were thisted on tcrowed off.	LOW OUTPU		9 E	WAS FOUND ON CHANNEL SEL- A LOOSE MIRE, A CONSIDERA	
	CORRECTIVE ACTION-RECOMME FORE POTTING.	OM-RECOMMENDED ABBEMBLY PERBONNEL BE NADE AWARE OF THE PAILURE AND CLOBER INSPECTION BE PERFORMED BE	RE OF THE FAILURE A	ND CLOSER	INSPECT	# 8	PERFORMED BE	
	INSTRUCENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	A-99-E4-3400F LIMITER FILTER INDUCTOR	7 A 20 7 - 14 L 2 L 2 L 2 L 2 L 2 L 2 L 2 L 2 L 2 L	******	FACTORY	. Q		90164
	FAILURE MODE-STRUCTURAL. TER. OUTPUT OF THE FILTER IN INDUCTANCE, RESULTING	CHANNEL E DIONOT ATTENUATE THE SEGNAL ENOUGH AT THE HIGH FREGUENCY END OF THE BANDPASS FIL. HAS T.O MILLIVOLTS INSTEAD OF GEOSE. BEPARATION OF THE INDUCTOR LAMINATIONS CAUSED A CHANGE IN TWENCHER BANDPASS CHARACTERISTICS OF THE FILTER.	AL ENOUGH AT THE HI BEPARATION OF THE & OF THE FILTER.	CH FREGUE INDUCTOR	HCY END C	7 ¥ ¥	BANDPASS FIL.	
	CORPECTIVE ACTION-FAILURE IF THE BANDPASS CHAZACTERI	OM-FAILURE ANALYBIB RECOMMENDED A BURVEY OF THE EXIBTIME BYOCK AT CONVAIR BE CONDUCTED TO DETERMINE Characteristics of these filters meet spec. Comtrol drawing 27-01893.	HE EXISTIME STOCK A	T CONVAIR	BE CONDI	KTED	TO CETERNINE	
	THEFRETRY BET AND TRANSOUC OGCILLATOR Erb	•	FAR 87-01266-7	## SO 28 #	FACTORY	9 0	YES SENCIX NO 1050263-66A	***************************************
	FAILURE MODE-FAIL DURING D DISTORTION, FAILURE COUL CILLATOR) MAD A BAD SOLDER BY THIS COMDITION,	FAILURE MODE-FAIL DURING OFERATION. UNIT FAILED DURING VIBRATION OF ITS TELEMETRY PACKAGE, BY DISPLAYING BPIKING AN D DISTORTION, FAILURE COULD MOT BE COMFIRMED. RECORDS OF THE PACKAGE MISTORY SHOW THAT J-RS PIS (IMPUT PIN TO THE OS CILLATOR) HAD A BAD SOLDER CONNECTION AND THAT J-26 HAD BEEN CRACKED AND REPLACED. FAILURE WAS ASSUMED TO BE CAUSED BY THIS COMDITION.	TION OF ITS TELEMET PACKAGE HISTORY SHO CRACKED AND REPLACE	RY PACKAGO W THAT J-: D. FAILUR	E. BY DIS	PLAYI	HE BPIKING AN PIN TO THE OB TO BE CAUSED	
5	CORRECTIVE ACTION-MOME, F.	CORRECTIVE ACTION-NOME, FAILURE COULD NOT BE CONFIRMED.						
	INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC-	A-88-24-3588F COMMUTATOR	FAR ET-01367-9		**************************************	4 O	SAN DIES YER FIFTH DIMENSIO O MO N	
	FAILURE MODE-CONTAMINATION AMEE SPEED FOR THIS MONIMAL IN THE SEAR MOTOR OR METALL	FAILURE MODE-CONTAMINATION, DUBING BENCH CHECROUT, COMMUTATOR NAM AT 7.46 RPB WHILE 9.28 RPB IB THE LOWEST IN-TOLER ANCE SPEED FOR THIS MOMINAL 10 RPS COMPUTATOR, FAILURE WAS CONFIRMED, FAILURE WAS CAUSED BY EITHER CARGON GRINDINGS IN THE GEAR MOTOR OR METALLIC GRIMDINGS IN THE SEAR TRAIN, METALLIC POREIGN MATERIAL INDICATES INADERUATE SUALITY CO	R MAN AT 7.46 RPS W HPIRMED, FAILURE WA FALLIC POREISM MATE	HILE B.ES B CAUSED RIAL INDI	APS 18 1 5 7 6 1 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7 P P P P P P P P P P P P P P P P P P P	MEST IN-TOLER ON GRINDINGS IE GUALITY CO	

***************************************	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBOANE	UMENTATION STREET AL	RBORNE			
STRYEN SUB-STER	TEST/REPORT HUNGER PAILED COMPONINT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE B	BITE PRI	VEHICLE SITE PRI VENDOR MANE DATE DIP TIME DIF OTH VENDOR PART NO	
MTROL BT THE VENDOR						007
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR REGUESTED TO IMPROVE GUALITY CONTROL AND INSPECTION PROCEDURES DURING COMMUTATOR ASSENBLY.	OL AND INSPECTION PR	OCEDURES DUR	1HE COMM	TATOR ASSENSEY.	
IMSTRUMENTATION-A/B TELEMETET BET AND TRANSDUC ERS	INSTRUMENTATION-A/S A-99-E4-3471-F TELEMETRY BET AND TRANSDUC SIGNAL COMDITIONER-CIRCUIT BOARD ERS	FAR 87-18818-1	84E FAC 630527	FACTORY VES	VES UNITED ELECTRO NO DYNAMICS E7-12813-1	
FAILURE WODE-OUT OF TOLERANCE, SIGNAL COMD AND INDICATED FAILUNG OF THE COMMUTATOR AN IN THE PAN RT-18813-7 CIRCUIT BOARG OF THE 198-28 TO PIG4-44 AND PIG4-28 TO PIG4-45.	FAILURE WOOE-OUT OF TOLERANCE, SIGNAL CONGITIONER OUTPUTS FROM SUBCARRIER CHANNELS 14 AND 15 WERE EXCESSIVELY NOIST And Indicated Failune of the Commutator and-Lifters, excessive woise has caused by 3 missing sround wire connections In the P/M RY-lesis-7 circuit scarc of the Bighal Conditioner, the 3 missing connections were from 185-2 to Pid3-3: TBS-22 to Pid4-44 and Pid4-22 to Pid4-45.	ROM SUBCARRIER CHANN VE MOISE MAS CAUSED ER, THE S MISSING C	ELS S4 AND S. BY S HIRSING NNECTIONS WE	S WERE EX GROUND &	CEBBICLY NOIST IRE CONNECTIONS BB-E TO PIDS-31	
CORRECTIVE ACTION-REGUERT OT REGUR.	CORRECTIVE ACTION-REQUERTED VENDOR GUALITY-CONTROL CORRECTIVE ACTION BE TAKEN TO INSURE THIS MODE OF FAILURE DOES IN T RECUR.	VE ACTION BE TAKEN ?	O 1MEURE THE	NO NOOR O	FAILURE DOES H	
INSTRUMENTATION-A/B SP-9D-E4-3391-F TELEMETRY SET AND TRANSOUC FONER SUPPLY DIODE ERS	8P-8D-E4-3391-F FONER SUMPLY DEODE	FAR 87-18651-5	630327 1-8	42.v	TES UNITED ELECTRO SPESTA NO DYNAMICS	98274
FAILURE MOE-FAIL DURING OMERATION, FAILED WHEN TH GPERATION, FAILURE WAS COMFIRMED. CAUSE ATTRIBUTED AUSED A SECOMDARY FAILURE OF THE ENISOG TRANSISTOR	FAILURE MOE-FAIL DURING OFERATION, FAILED WHEN TRANSMITTER CEABED TO OFERATE AFTER APPROXIMATELY EIGHT MINUTES OF Geeration, Failure was comfirmed. Cause attributed to diode Failure in the 425 volt d-c pumen supply section. This c Aused a secomdary Failure of the emisso translistor.	CEASED TO CHERATE A FAILURE IN THE 425 V	FTER APPROXI	MATELY ES	GHT MINUTES OF SECTION. THIS C	
CORRECTIVE ACTION-NO CORR	CORRECTIVE ACTION-MO CORRECTIVE ACTION WAS INITIATED AS AIR FORCE IS NAVING FURTHER ANALYSIS CONDUCTED ELSEWHERE.	FORCE IS MAVING FUR	THER ANALYBE	COMDUCT	ED ELSCWIERE.	
INSTRUMENTATION-A/B SPER-24-3546F TELEMETRY BET AND TRANSDUC OBCILLATOR-RESISTOR ERS	8F8-24-3546F OGCILLATOR-RE18TOR	FAR 7-01488-827	MAS 185058	SAN DIES VES BENDIK O NO 1050701	#FMO1X 1050708-13-15	
FAILURE WODE-DRIFT. OSCILLATO AS MOT CONFISHED. BUT TESTING OF R-8. BIASING RESISTOR FOR BING THE OSCILLATOR TO DRIFT.	FAILURE MODE-DRIFT. OSCILLATOR BECAME UMSTABLE MAILE BEING CHECKED IN TELENETRY PRG, REPORTED INSTABILITY PROBLEM WAS MOT CONTINED. OF BY CHANGING THE VALUE OF R-4. BIASING RESISTOR FOR YI, THE OSCILLATOR COULD THEN BE ADJ. TO SPECS. FAILURE ATTRIBUTED TO ASING OF R-5 CAUSTHE OSCILLATOR TO DRIFT.	CHECKED IN TELEMETRY NO COULD NOT BE ADJU BE ADJ. TO SPECS. FA	PK6. REPORTI BIED TO BPECI ILURE ATTRIB	E ENSTABLE OF CHA	ILITY PROBLEM W NGIME THE VALUE 61NG OF R-B CAU	
CORRECTIVE ACTION-NOME, SINCE THE ROUND CA	COARECTIVE ACTION-MOME, SINCE THE ROUND CAM TELEMETER IS SEING REPLACED BY THE LIGHTVEIGHT SQUARE CAN. THE LIGHTUES My camb maye adjustable blasimg besistons.	ING REPLACED BY THE	LIGHTVEIGHT	BOUARE CA	N. THE LIGHTER	

SEMERAL DYNAMICS CONVAIR DIVISION

	DIFFICULTIES REVIEW-INSTRUMENTATION SVSTEM-AIRBORNE	MENTATION SYSTEM'A	I RBORNE				
AVATER BUR-AVATER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUMBER	VEHICLE DATE DIF	BITE PAI	O THE	VENDOR NAME VENDOR PART NO	
INDTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC E ERS	SP-SS-E4-3468-F IAMSDUC ELECTRICAL COMMECTOR	FAR UHKNOWN	1 2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	FACTORY	22		****
FAILURE MODE-BTRUCTURAL: FA MOITTOM DUE TO THE ENLANGEM E BENT OR ENLANGED DUE TO AN	FAILURE MODE-BTRUCTURAL, FAILURE LED TO ERRATIC OPERATIOM. TELEMETRY ACCESSORY PACKAGE INDICATED AN INTERNITTENT CO NOTTION DUE TO THE ENLARGEMENT OF THE FENALE RECEPTACLE A OF THE RECEPTACLE 213. THE LIP AREA OF THE FENALE PINS WER SENT OR ENLARGED DUE TO AN OVERSIZE PROSE SEING USED DUMINS TESTING OF THE PACKAGE.	ELEMETRY ACCESSORY THE RECEPTACLE 215 ; TESTING OF THE PA	PACKAGE IN THE LIP A CKAGE,	DICATED .	2	TERNITTENT CO	
CORRECTIVE ACTION-REQUESTED 8 ON TELEMETRY EQUIPMENT.	REGUESTED FACTOMY PERSONNEL BE INSTRUCTED TO USE THE PROPER TEST ACCESSORIES WHEN PERFORMING TEST PMENT.	TO USE THE PROPER	TEST ACCESS	ORICE WH	2	RFORMING TEST	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSBUC AN	SP-88-84-3585-F ANDIO PREGUENCY FILTER	FAR 87-12860-1	#30828 F	FACTORY	4 C		*****
FAILURE MOCE-STRUCTURAL. F.	FAILURE MOCE-STRUCTURAL. FAILURE CAUSED BY BROKEN BLEEVING, PROBABLY BROKEN DURING POTTING PROCEUS AND FOOR LEAD DR AS JEFORE POTTING.	PROGABLY BROKEN DU	RING POSTIN	e PROCES	94	POOR LEAD DR	
CORRECTIVE ACTION-DIMENSION ASSEMBLY.	DIMENSION OF MOLD EXTEMDED TO PREVENT CONFACT OF THE WIRES. INSPECTION TEST SPECIFIED FOR FILTER	ACT OF THE WIRES.	INSPECTION	TEST SPE	CIFIE	D FOR FILTER	
INSTRUMENTATION-A/D A- TELEMETAT BET AND TRAMSDUC OF ERS	A-99-24-4013F OSCILLATOR POTEMTICHETER	FAR RY-01886-62	630323 F	FACTORY	YE& 6	YES BENDIX No. 1832884-18-TA	# # # #
FAILURE MODE-OFEN (ELECT). EDGE, THE POTENTIONETER MAI OF 3TB MIRE MOUND RESISTANCE	FAILURE MODE-OFEM (ELECT). OURTHG MANUFACTURING TERT, IT WAS NOT POSSIBLE TO ADJUST THE PRESUENCY OF THE LOMER BAND Edge, the potentioneter was removed from the assembly and was found to mave broken strands of wire near the center F Its wire mound resistance element. The Pailure was attributed to an open bensitivity potentioneter.	NOT POSSIBLE TO ALL B FOUND TO HAVE BR ITED TO AM OPEN SEN	DAUST THE F OKEN STRAND SETEVETY PO	REBUENCY S OF WIRI TENTIONE	OF T E MEA	HE LOMER BAND R THE CENTER	
CORRECTIVE ACTION-NOME,							
INSTRUMENTATION-A/B TELEMETHY SET AND TRANSDUC PR	FAR-A-89-E4-3369 PRESSURE TRANSCUCER	7.AR 7-01780-1	* ******	FACTORY	40	7£8 BOURNS NO 4£018-0-130-73	
FAILURE MODE-BTRUCTUMAL. TH ALCOMABLE IS PLUS MINUS 2.5	FAILURE MODE-BTRUCTUMAL. THE TRANSDUCER FAILED WHEN THE STATIC ERROR BAND WAS PLUS D.41: MINUS 4.4 PERCENT. MAXIMUM Allowable is plus minus g.s percent. Improper welding caused a crack in the outer seam of the bellows.	IC ERROR BAND WAS .	PLUS 0.41: TER BEAN OF	HINUS 4.		CENT. MAXIMUM	
		es que com que forme en estada en estada con como en estado en estado en estado en estado en estado en estado e				PAGE 0325	

BVSTEN BUS-STATEN	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE 817E DATE DIF TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
CORRECT C ACTION-VEN	-VENDOR RESULESTED TO IMPROVE HELDING TECHNIQUES. VENDOR STARTED SCHOOL ON 640106 FOR ALL WELDERS.	CHRIGUES. VENDOR START	ED 3CHOOL ON 640106	FOR ALL WELDERS.	11.000
INSTRUMENTATION-A/B TELEMETRY SET AND TRANS- ERS	FAR-A-99-EA-387G TANBOUC PRESSURE TRANSOUCER	FAR 7-04781-1	650523 FACTORY	VES BOURNS NO 71724-0-6-758	***
FAILURE MOGE-OUT OF THE MAILHUR ALLOMBLE RAIURE, THE OIL COOLIN ROE.	FAILURE MOSE-OUT OF TOLERANCE. THE TRANSDUCER FAILED WHEN THE STATIC ERROR BAND WAS PLUS 5.08; NINUS 0.48 PERCENT. The maximum allomable is plus or minus 0.75 percent. The oil was seald in the Unit while it was above ambient tempe Rature, the oil cooling to ambient temperature created a pressume less than ambient pressume, creating a positive er Ror.	IN THE STATIC ERROR BAN OIL WAS SCALED IN THE PRESSURE LESS THAM AND	D WAS PLUS 5.08, MI Unit while IT WAS A SENT PRESSUME, CREA	NUB 0.46 PERCENT. LOVE AMBIENT TEMPE TIME A POBITIVE ER	
CORRECTIVE ACTION-THE VENDOR MAS REGUESTED		TO TAKE ACTION TO PREVENT RECUMPENCE.			
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	86-98-24-8588-F OUC AMPLIFIER	FAR R7-01609-1	43GSES PACTORY	MO BENDIK MO TAA-303	***
FAILURE MODE-OUT OF TO D OSCILLATIONS, LOW OU TELEMETRY PACKAGE, TH	FAILURE MODE-OUT OF TOLERANCE, DURING FACTORY CHECKOUY THE UNIT WAS REPORTED TO HAVE SIVEN LOW OUTPUT PLUS UNDESIRE D OSCILLATIONS, LOW OUTPUT WAS NOT CONFIRMED, HOMEVER, THE CNCILLATIONS MERE FRESENT WHEN THE UNIT HAS TESTED IN THE TELEMETRY PACKAGE, THE CAUSE WAS ATTRIBUTED TO A TEST EQUIPMENT PRODLEM.	HE UNIT WAS REPORTED T E CICILLATIONS WERE PR HUIPHEMT PRODLEN.	O HAVE SIVEH LOW OU ESENT WHEN THE UNIT	FOUT PLUS CHOESIRE MAS TESTED IN THE	
CORRECTIVE ACTION-RAR SF MANTED OSCILLATIONS AFPAR OF THE UNIT SEING TESTED.	TAR SP-99-24-3881-MAS-1884ED SO THE TEST EGUIPHINT DESIGN SROUP WILL BECOME COCHIZANT OF THESE UN S APPARENTLY CAUSED BY THE JACK WOUNTING SCREWS MAKING UNGESTRED ELECTRICAL CONTACT MITH THE CASE- TESTED.	LET KRUIPHENT DERIGH SR NG BCREWS MAKING UNGEST	NED ELECTRICAL CONT	HIZANT OF THESE UN NCT MITH THE CASE	
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSOUC ERS	A-88-24-3587-F DUC G&CILLATOR	7 A 7 27 - 01860 - 18	6305ES FACTORY	YES BENDIX NO 1050263-4-6A	***************************************
FAILURE MODE-ERRATIC (6. FAILURE CCULS NOT BI SATISFACTORY, SECOND	FAILURE MODE-ERRATIC OPERATION, TWO OSCILLATORS FAILED DURING YIBRATION TESTING BY INDICATING DISTORTION AND SPIRIN 6. FAILURE COULS NOT BE COMPIRHEDEITHER IN A BENCH TEST OR WHILE INSTALLED IN 178 TELEPAR, TEST GOLIPHENT WAS PROVEN SATISFACTORY, SECOND FAILURE WAS GOC P/N 27-D1268-Y, BENDIN 1050263-6-54.	KRING YIBRATION TEBTIN M WAILE INSTALED IN I DIX 1090808-8-84	6 BY INDICATING DIS TB TELEPAK, TEST EO	TORTION AND SPIRING	
CORRECTIVE ACTION-NOW	CORRECTIVE ACTION-NOME, FAILURE COULD NOT BE CONTINHED.	angele and an angele and a			

FAILURE MODE-OUT OF SPECIFICATION. OUTPUT READ SO PERCENT IBN WHEN IT PLUS OR MINUS 3 IS EXPECTED.

SEMERAL DYNAMICS CONVAIR DIVISION

11 10K 1866

DIFFICULTIES REVIEW-INSTRUMENTATION EYSTEM AIRBORNE

<u> </u>	MPON 891888	THIS OPEN	- PO-4-	0 0 0	PON 891819	¥ 4 1	
VENDOR HAME	TEB APPLIED COMPON NO ENTB ACISDSD-S	DOMN FROM PEAK OUTP IN INDUCTANCE. THIS IN ALSO RECOMMENDED	APPLIED COMPONENTS ACISDSD-5	. PROBLEM W. SULTED IN IN	APPLIED COMENTS ACISOSO-S	T 675 CYCLEI	YES SERVONIC
SITE PRI VENDOR HANC TIME DIF OTH VENDOF PART NO	FACTORY YE	AK. MB DOWN A CHAMEE IN I	BANDIE6C	PEAK OUTFUT INCE. THIS RE	SANDIEGO YES APPLIED COMPON NO ENTS ACISSIO-S	LAXATION OF	FACTORY VE
VEHICLE DATE DIF	125010	E THAN THE 18. CAUSING A	6.90 5.8.5	DO DOWN FROM E IN INDUCTA ITS AFTER F1	630581	A THIS REPORTING TO REACTER STEELS THE STEEL	
DIF DATA BOURCE PART NUMBER	FAR 87-01898-1	BTG CYCLES WAS HOR NDUCTOR LAMINATION ILTERS AFTER FINAL 188.	FAR 27-01295-5	RE THAN THE MAX. 3 IIS CAUSING A CHAME IIURE CYCLE ALL UM	FAR 87-01295-5	E INVESTIGATED VI COMFIRMED AND ATTR PER BANDFASS CHAR	7. 0. 20. 20. 20. 20. 20. 20. 20. 20. 20.
TEST/REFORT NUMBER FAILED COMPONENT NAME	744-44-44-44-44-44-44-44-44-44-44-44-44-	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE. OUTPUT AT 31D CYCLES WAS MORE THAN THE MAX, 5DS DOWN FROM PEAK OUTP Ut. Problem was confirmed and attributed to relaxation of impuctor laminations, causing a change in inductance. This Resulted in improper Bandpass characteristics. Corrective action-vendor agreed to temperature cycle all filters after final production. Far group also recombended That elisting atock be surfect to determine acceptable units.	87-88-884F	FAILURE MODE-OUT OF TOLERANCE. OUTPUT AT 673 CYCLES MAB MORE THAN THE MAX. 3DD DOWN FROM PEAK OUTPUT, PROBLEH MAS C ONTRHED AND ATTRIBUTED TO FLLAYATION OF IMDUCTOR LAMINATIONS CAUSING A CHAMGE IN INDUCTANCE, THIS RESULTED IN IMPRO- PER SANDPASS CHARACTERISTICS. CORRECTIVE ACTIOM-VENDOR WAS NOTIFIED AND AGREED TO TEMPERATURE CYCLE ALL UNITS AFTER FINAL PRODUCTION. A SURVEY OF	ALSO RECOMMENDED. BP-99-24-3543F MSDUC FILTER	FAILURE WODE-OUT OF BPECIFICATION OR TOLERANCE, E UNITS WERE INVESTIGATED VIA THIS REPORT, OUTPUTS AT 675 CYCLES WE E MONE THAN THE MAX, 308 FROM PEAR OUTPUTA, PROBLEMS WERE CONFIRMED AND ATTRIBUTED TO RELAXATION OF INDUCTOR LIMINA TIONS, CAUSING CHANGES IN INDUCTANCE, THIS RESULTED IN INPROPER BANDPASS CHARACTERISTICS.	NZ-38-Z4-3473-F
8787EN 808-8787EN	ENSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	FAILURE MODE-OUT OF SPECIFICATION OR TCLERAMCE UT. PROSLEM MAS CONFIRMED AND ATTRIBUTED TO RELATESULTED IN IMPROFER BANDPASS CHARACTERISTICS. CORRECTIVE ACTION-VENDOR AGREED TO TEMPERATURE THAT EXISTING AFCEL TO DEFERMENT A	INSTRUMENTATION-A/B SP-99-TELEMETRY SET AND TRANSDUC FILTER	FAILURE MODE-OUT OF TOLES ON-TRIGOTE OF PER BANDPASS CHARACTERISTI CORRECTIVE ACTION-VEHOOR	EXISTING STOCK MAS ALSO R INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAILURE MODE-OUT OF SPECI RE MORE THAM THE MAX. 308 TIOMS, CAUSIMG CHANGES IN	AS ALSO RECOMENDED. INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC

110 UNF 11

			_	VENDOR PART NO	
			-		
		FACTORY	YES BENDIX NO 108648	#ENDIX 1096489-48	•
FAILURE WODE-OUT OF TULERANCE. THE D-C GEARNOTOR FAILED WAZN IT OVERSPEEDED DURING MANUFACTURING TESTING, FAILURE W AS CONFIRMED. MOTOR OPERATED AT 3.33 RPS WHEN 8.23 IS THE MAXIKUM ALLOMED, CAUSE WAS ATTRIBUTED TO BURNED AND PITTED CENTRIFUEAL SPEED-CONTROL CONTACTS.	HE MANUFA WAB ATTRI	CTURING DUTED TO	PESTIN BURNE	16. PAILURE W	
STUDIES ARE IN PROGRESS TO SEE IF THERE IS ANY JUSTIFIE CORRECTIVE ALTION AMAITS THE OUTCOME OF THESE STUDIES.	CATION FO	R BROADE!	1 36 1	HE MOTOR SPE	
FAR 27-01285-3		l	# Q	PLIED COMPON ITS 1 3030-5	**************************************
TWEEN 318 AND 6 R OUTPUT. FAILU T TOLERANCE FOR	DE CYCLES RE WAS NO THE UNIT	T CONFIDENTIAL	11750 450. u 17416	EOP 330.504. PPIT BY JTSEL D IN ITS FIN	
HAMGING TOLERAN	CE AT 675	CYCLES	T NOR	7.8FCT TO 19	
FAR E7-01265-3		l	\$ 00 \$ 00 \$ 00 \$ 00 \$ 00 \$ 00 \$ 00 \$ 00	PLIED COMPON 178 17-5030-5	***************************************
BETHEEN SIG AN OUTPUT, FALLURE TOLERANCE FOR	D GOE CYC WAB NOT THE UNIT	CONFIRME CONFIRME WHEN INS	FAIL TALLED	ED EOF 33D. T BY ITSELF I IN ITS FINA	
AMEING THE TOLE	RANCE AT	975 CYCLI	*	M 57.8FCT TO	
	,				
	THESE STUDIES. B3-3 COLERANCE FOR COLERANCE FOR B5-3 COLERANCE FOR GEING THE TOLERAN GENERAL THE TOLERAN GENE	THESE STUDIES. B3-3 EN 518 AND 6DE CYCLES OUTPUT. FAILURE WAS NO TOLERANCE FOR THE UNIT B5-3 BETWEEN 518 AND 6DE CYC UPUT. FAILURE WAS NOT TOLERANCE FOR THE UNIT TOLERANCE AT	THESE STUDIES. SSUSSES FACTORY BS-3 REN SIS AND SUE CYCLES, UNIT FACTORY COMPUT. FAILURE WAS NOT CONTINT TOLERANCE FOR THE UNIT WHEN INS BS-3 SSUSSES FACTORY SSUSSES FACTORY WEINE THE UNIT WHEN INS TOLERANCE FOR THE UNIT	THESE STUDIES. SUBSIGN FOR BROADENING THESE STUDIES. BS-3 WEEN SIS AND GOE CYCLES, UNIT FAILED OUTPUT. FAILURE DAS NOT COWEISHED. UNIT FAILED OUTPUT. FAILURE DAS NOT COWEISHED. UNIT FAILURENES AND GOE CYCLES. UNIT FAILURENES AND COMFIRMED. UNIT FAILURENES AND COMFIRMED. UNIT FAILURENES AND GOE CYCLES FROM SHING THE TOLERANCE AT GYS CYCLES FROM SHING	CATION FOR BROADE DE CYCLES, UNIT F RE LAS MOT CONTR THE UNIT MHEM IN THE UNIT MHEM IN SOSIS FACTORY VAS NOT CONFIRM THE UNIT MHEM INS RANCE AT 875 CYCLES

11 3UN 1111

	DI VI \$10H
•	ā
	CONVAIR

****	DIFFICULTIEE REVIEW-INSTRUMENTATION STATEM-ALABORNE	MENTATION BIBIEM-A	RBORNE			
87878 808-8787	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE B	SITE PRI	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND (RANSOUC ERS	B SP-88-84-8487-F (RANSDUC POWER SUPPLY	FAR 87-01387-18	480814 FAC	FACTORY YES	YES TEXAS INSTRUME NO MTS 450116-8	•
FAILURE MODE-OUT OF TOLERANCE, THE 8DD VOLT WO RECUTED TO A TOLERANCE UPPLY HAS A MISTORY OF HAVING MARGINAL OUTPUTS.	FAILURE MODE-OUT OF TOLERANCE. THE 800 YOLT WOMITOR OUTPUT READ 1.43 YOLTS WHEREAS 1.30 PLUS OR MINUS D.10 VOLTS 18 Recurred. Failure was attributed to a Tolerance Buildup Rather than to any change in the power supply. This power s PPLY has a history of having mareinal outputs.	IEAD 1.43 VOLTS WHER IER THAN TO ANY CHAP	IEAB 1.30 PLU: IGE IN THE PON	ER BUFFL	. THIS POSER S	
COMBECTIVE ACTION-RECOMM TO A VALUE MEARER THE NOI OTHER GROUPS IT IS BELIE	COMRECTIVE ACTION-RECOMMENDED THE UNIT BE RETURNED TO THE VENDOR FOR REMORK TO LOWER THE 200 VOLT DC MONITOR OUTPUT TO A VALUE MEARER THE MONINAL VALUE OF 1.30 VOLTS SO THE UNIT IS NO LONGER MARGINAL. HOMEVER, AFFER DISCUSSION WITH OTHER GROUPS IT IS BELIEVED THE PRESIEN LIES IN THE AGING OF THE COMPOMENTS RATHER THAN IN A DESIGN DEFICIENCY.	HOOR FOR REWORK TO T IS NO LONGER MARK THE COMPONENTS RAI	LOWER THE 201 INAL, HOMEVEI HER THAN IN	VOLT DC	MONITOR OUTPUT 118CUESSON WITH RFICIENCY.	•
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-99-E4-3451-C BAND PASS FILTER	FAR 87-01893-8	630518 FACTORY	ORY 7ES ACI NO 203	AC1 2030-E	***************************************
FAILURE MODE-OUT OF SPECI	OF SPECIFICATION. THE UNIT FAILED TO MEET EOP 330.304, PER IR 893676, WHEN IT PEAKED BELOW SPECIFI Is performed bince failure was in the receiving inspection.	OP 330.504, PER IR	491676, MIEN	IT PEAKE	BELOW SPECIFE	
CORRECTIVE ACTION-MONE 11	IMI TIATED.				ī	
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC ERB	8F~39-E4-4G42-F OBC1LLATOM-REB18TOM	FAR 87-01607-118	158D FACTORY E30515		YES BENDIX-PACIFIC NO BISLISS-8-6	•
FAILURE MODE-OFEN GELECTI	IN TELECT). NO OUTPUT OBSERVED. FAILUME CAUSED BY CRACKED RESISTOR IN COLLECTOR SIAS CIRCUITRY.	D BY CRACKED RESIST	ON IN COLLECT	Of 8148	sacus ray.	
CORRECTIVE ACTION-NOME.						
INSTRUMENTATION-A/B IELEHETHY BET AND TRANSDUC ENS	80-88-24-3196-F Power Buffly	FAR 88-13818-8	esusta FACTORY	ON YES		ancenary, and the second
FAILURE MODE-FAIL DURING OUTPUT. WIRE I WAS BROKEN BEYOND THE SIDES OF THE GROUNDED THE TEFLOM INSULA	FAILURE WODE-FAIL DURING OPERATION, THE R-S POTENTIONETER MAS OPEN AT THE ZENER DIOGE END AND HAD NO FFECT ON THE OUTPUT. WIRE I WAS BROKEN AT ES AND ES JUNCTIONS, TRANSISTOR 8-4 WAS GROUNDED DUE TO THE INSULATING MASKER EXTENDING BEYOND THE SIDES OF THE TRANSISTOR AND UNDER THE ADJACENT TRANSISTOR. THE TRANSISTOR MOUNTING SCREW WAS COCKED AND GROUNDED THE TEFLOM INSULATING SCREW WAS COCKED AND	S OFEN AT THE ZENER 6-4 WAS SROUNDED DI ANSISTOR: THE TRANS	DIOGE END AL	D HAD NO LATING M	EFFECT ON THE SOUTH EXTENDING SOUTH COCKED AND	

*** ***

DIFFICULTIES REVIEW-INSTRUMENTATION STREEM-AIRBORNE

DIFFICULTIES RECOGNISHED HERE AND THE STREET HERE AND THE STREET AND THE STREET HERE A		881748	• 6000		•	***************************************		.	8778			
H-RECOMENDED IN ALL PARTS. B SP-89- TRANSDUC OSCILL OF TOLERANGE. SILURE WAS NOT STANDOUC POMER TRANSDUC POMER TRANSDUC POMER TRANSDUC POMER TRANSDUC POMER TRANSDUC AMPLII TO TOLERANGE. TO TOLERANGE. TO TOLERANGE. TO TOLERANGE. TO SP DEFECTIVE	I VENDOR NAME	H VENDOR PART NO R-S POTENTIONET IL WIRING TO ALLO		EL 4 EXHIBITED E AGING OF THE EL	E TYPE OSCILLATO		IE S.I VOLT TRANS ICTION NORMALLY. MERE AT THE JUNC	MOER TO MINIMIZE	IS DENDIX	MED. PAILURE WAS R HEATED.	18 AVAILABLE AND	PAGE 0330
H-RECOMENDED IN ERISTHS PROBLING RESERVER. TRANSDUC OSCILL TRANSDUC OSCILL SHADDUC POWER TRANSDUC POWER THIS MATURE. TO TOLERANCE. TO TOLERANCE. TRANSDUC POWER SP-89- TRANSDUC POWER SP-89- TRANSDUC POWER SP-89- TRANSDUC AMPLIST TO TOLERANCE. TO TOLERANCE. TO TOLERANCE. TO TOLERANCE. TO TOLERANCE. TO TOLERANCE.	\$17E	ER DIODE AND THE	FACTORY	IY PACKABE, CHAN OH-LINEAR DUE TO	IS INSTEAD OF TU	FACTORY	SE MEASURED AT TO 1E CHOPPER TO FUI JLTY CONNECTIONS b-9.	E PERSONNEL IN (THE MINIMUM ALL MEY MAD BEEN OVE!	ENT POC COOLING	
H-RECOMENDED IN ERISTHS PROBLING RESERVER. TRANSDUC OSCILL TRANSDUC OSCILL SHADDUC POWER TRANSDUC POWER THIS MATURE. TO TOLERANCE. TO TOLERANCE. TRANSDUC POWER SP-89- TRANSDUC POWER SP-89- TRANSDUC POWER SP-89- TRANSDUC AMPLIST TO TOLERANCE. TO TOLERANCE. TO TOLERANCE. TO TOLERANCE. TO TOLERANCE. TO TOLERANCE.	DATA SOURCE	ART NUMBER DATE TOR BETWEEN THE ZEY.		COUT OF THE TELEMET!	STORIZED OSCILLATOR		THE LABLLITY OF THE ER CIRCUIT. THE FAN	REPRED TO APPLICABL		JATTB. T.D WATTE IS ATIONS WERE THAT T	HBURE THAT BUFFICE	
H-RECOMENDED IN ERISTHS PROBLING RESERVER. TRANSDUC OSCILL TRANSDUC OSCILL SHADDUC POWER TRANSDUC POWER THIS MATURE. TO TOLERANCE. TO TOLERANCE. TRANSDUC POWER SP-89- TRANSDUC POWER SP-89- TRANSDUC POWER SP-89- TRANSDUC AMPLIST TO TOLERANCE. TO TOLERANCE. TO TOLERANCE. TO TOLERANCE. TO TOLERANCE. TO TOLERANCE.	5	HT WAME REBLING MESTING MESTING MESTING MESTING MESTING METERS A DEFINITE OF THE METERS AND METERS	FAR 7-01	PREVIONATION CHEC! RVER, THE OSCILLATO	LEPAKS USINS TRANS	# 4 h	R SUFFLY FAILED WHI TAND ATTRIBUTED TO CCTIONS IN THE CHOPI CCTOR OF 8-4, AND R.	HIP PRACTICES BE 8	# 4 & # # # # # # # # # # # # # # # # #	AMPLIFIER WAS 3.8 '	WERE RESUESTED TO	
STREET ST	TEST/REPORT	FAILED COMPONE HENDED INSERTING A CUM HE PROBLEM, ALSO RECOM	87-99-84-3379-7 C OSCILLATOR	ERANCE, BURING FACTORY MAS NOT CONFIRMED, HON	BENCIK LIGHTWEIGHT TE E CENIAUR BOOSTERS.		OPEN, TRANSDUCER FOME FAILURE WAS CONFIRMED FROM POOR SOLDER CONME 8-4: R-6 AND THE COLLI	STED IMPROVED WORRHAMM MATURE,	i	ERANCE, OUTPUT OF THE FECTIVE VACUUM TUBES 1	MAUTICS LAB PERSONNEL TIME THE AMPLIFIERS.	
COSE COSE COSE COSE COSE COSE COSE COSE	M31878	CORRECTIVE ACTION RECOM	TRUMENTATION-A/	FAILURE MODE-OU" OF TOLI KCEBBIVZ NOIBE, V.ILURE V ECTROM TUBEB.	CORRECTIVE ACTION-WOME.	TRUMENTATION-A/	FAILURE MODE-ELECTRICAL BUCER EXCITATION OUTPUT. THIS COMDITION REBULTED TION OF R-6 AND BASE OF	CORRECTIVE ACTION-RESUE FUTURE FAILURES OF THIS	RUMENTATION-A/ EMETRY BET AND	FAILURE HODE-OUT OF TOLI COMFIRMED. CAUSER BY DE	CORRECTIVE ACTION-ABTRO	

**** *** ***

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-ALREGAME	IUNENTATION SYSTEM"	IRBORNE				
SYSTEM SUG-SYSTEM	TESTARFORT NUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	PRI VENDO	PART NO	
INSTRUMENTATION-A/B. TELEMETRY BET AND TRANSOUCERS	SP-AS-RA-USUG-F SP-AS-RA-USUG-F	FAR R7-18595-3	018089	FACTORY	42. 60		**
FAILURE MODE-OUT OF SPEC- PROZEN AFTER POTTING, FA MHICH IS MOT SPECIFIED AS	FAILURE MODE-OUT OF SPECIFICATION, INVERTER WAS REJECTED BECAUSE POT. RIA (ADJ. FOR TLM MEASUREMENT USSY) SHAFT MAS Frozem after potting. Failure was confirmed. It mas discovered that bourns pot model mo. Rode-1-202 mas reime Hich is mot specified as beime sealed against entry of potting. Inverter has limited effectivity.	CCAUSE FOT. R14 (AD. RED THAT BOURNS FO: TIMG. INVERTER MAS 1	FOR TLM MODEL NO.	MEABURENE RODL-1-2 RCTIVITY.	NT CPSV)	BHAFT WAS	
CCRRECTIVE ACTION-BOURNS POTTING ENTRY, IT MAS RE	CCRRECTIVE ACTION-BOURNS POT, MODEL 224L-1-EDE HAS SIMILAR CHARACTERISTICS AND IS SPECIFIED AS SEIMG SEALED AGAINST Potting entry, it was recommended that this part be used in the future,	CHARACTERISTICS AM N THE FUTURE,	19 84661	71E0 A8 BE	ING BEALE	D AGAIRBT	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS:	SP-SS-Z4-3310-F C AC/DC CONVERTER TRANSISTOR	FAR 87-18832-5	630310	FACTORY	7E 8		
FAILURE MODE-CUT OF TOLE A LOW BETA TRANSESTOR.	OF TOLERANCE. OUTPUT VOLTAGE MAS UNSTABLE FOR AN INPUT OF G.2 VOLT RMS, 90 CPS. FAILURE CAUSED BY Itor.	FOR AN INPUT OF D.	WOLT RHA	. 90 CPB.	FAILURE C	AUSED BY	
CORRECTIVE ACTION-NONE.	NEW OR EFFECTIVITIES USING LIGHTWEIGHT TELEMETRY MILL NOT USE THIS PART.	IGHT TELEMETRY WILL	HOT USE T	418 PART.			
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	#F-8#-84-3368 CALIDHATOR-TRANSIBTOM	FAR 7-18882-5	6 50507	FACTORY	7£8 NO		• • • • • • • • • • • • • • • • • • •
FAILURE MODE-ERRATIC OPE ITIVE AND NEGATIVE PULSES T GAIM CAUSING RELAY KS T	FAILURE MODE-ERRATIC OPERATION, THE CALIBRATOR GAVE SIX POSITIVE PULSES FOR EVERT NEGATIVE PULSE WHEN ALTERNATE POS Itive and negative pulses were expected. Failure mas compirmed, failure was due to transistor & a maving a low curren T gain causing reliv ks to drop out early.	BITIVE PULBEB FOR E' MED. FAILURE WAS DU	ERT NEGAT	IVE FULSE	WHEN ALTE AVING A L	RNATE POS	
CORRECTIVE ACTION-UMENOM	CORRECTIVE ACTIOM-UMKNOWN, REPORT INITIATED REGUEDTING REPLACEMENT OF THE ENSETA TRANSISTOR WITH A HISHER CURRENT In transistor,	LACEMENT OF THE ENSI	TA TRANS	STOR WITH	A HISHER	CURRENT 6	
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC	#P-69-24-3562-F C 08C3LLATOR	FAR 87-01607-117	.55557	FACTORY	YES BENDIX PACIFIC NO SISSISS-S-6	BENDIX PACIFIC Sisilss-8-6	
FAILURE MODE-FAIL TO OPE. COMFIRMED, THE UMIT FUNC	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, DURIMS BENCH TESTS THE OSCILLATOR WAS INOFRATIVE, FAILURE WAS NOT Compirmed, the unit functioned profile during all failure analysis testing.	MCH TESTS THE OSCILL ANALYSIS TESTING.	ATOR WAS	INOPERATIV	E. 721LUR	E MAS MOT	
						PAGE DYSE	

9961 MLF 81

	DITFICULTIES REVIEW-INSTRUMENTATION STSTEW-AIRBORNE	UMENTATION STREET	RECRIE		_
SVSTEN SUB-SVSTEN	TRATARPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOUNCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
CORRECTIVE ACTION-THE REJ TO MAVE FAILED.	CORRECTIVE ACTION-THE REJECTING DEPARTMENT WAS HOTIFIED OF O MANE FAILED.	THE PROPER PROCEDURE TO FOLLOW WHEN A	TO FOLLOW WHEN A	UNIT 18 BUSPECTED	*****
INSTRUME 4TATION-A/B TELEMETRY BET AND TRANSDUC ERB	A-88-E4-3848-F COMMUTATOR-WOTOR	FAR	SECTORY	YES SENDIX NO 1096485-38	***************************************
FAILURE MODE-OUT OF TOLERANCE. WAS COMFIRMED, MOTOR INDICATED R SLOWED TO IN-TOLERANCE SPEED A OMIROL CONTACTS, EXACT CAUSE UNC	THE D-C GEARMOTOR FAILED M SPEED OF FROM 3.44 TO 3.58 FTER 1D MINUTES OFERATION. ERTAIN.	FEN IT RAM OVERSPEED DURING MANUFACTURING TEBTING, FAILURE RPB WHEN A MAXIMUM OF R-823 RPB IS ALLONED, HOWEVER, MOTO CAUSE ATRIBUTED POSSIBLY TO STICKING CENTRIFUGAL SPEED-C	IVEING MANUFACTURIN R. 625 RPB IS ALLO IBLY TO STICKING C	6 TESTING, FAILURE MED. HOMEYER, HOTO ENTRIFUGAL SPEED-C	
CORRECTIVE ACTION-UNKNOWN, STUDIES ARE IN PROGRESS SPECIFICATION, FURTHER CORRECTIVE ACTION AMAITS THE	TO SEE I	F THERE IS ANY JUSTI OF THESE STUDIES.	FICATION FOR BROAD	ENING MOTOR SPEED	
IMBTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC E:B	A-89-E4-3548F SUBCARRIER OSCILLATOR	FAR 87-01868-11	620503 FACTORY	YES BENOIX NO 1050263-86A	96.25.00
FAILUME MODE-URIFT, OSCIL CONFIRMED AND ATTRIBUTED	FAILUME MODE-URIFT. OSCILLATOR DRIFTED PLUS OM MINUS SSCPS MHEN Comfirmed and aftriguted to instability of oscillator tube V-1.	WHEN PLUS OR MINUS 15CPS MAXINUM IS ALLOWED. FAILURE WAS V-1.	SCPS MAXIMUM IS AL	LOWED. FAILURE WAS	
CORRECTIVE ACTION-NOME, R.	CORRECTIVE ACTION-WOME, REDESIGN COULD NOT BE ACCOMPLISHED UNTIL TOO LATE IN THE PROGRAM TO HAKE IT ECONOMICALLY FE ASIBLE. 3 NEW TRANSISTOMIZED VERSION WILL BE AVAILABLE BY THEM.	MIL TOO LATE IN THE	IE PROGRAM TO HAKE	IT ECONOMICALLY PE	
IMSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC (er-99-24-3408-F Oscillator-tuse	FAR 7-01488-561	2180 FAC 630303	VES BENDIK NO 5041962-4-2	***
FAILURE MODE-FAIL DURING ORIFT. THE EXCESSIVE DRIFT	DURING OPERATION, FAILURE ANALYSIS DIO NOT CONFIRM THE FAILURE BUT THE UNIT DID EXHIBIT EXCESSIVE Ve drift was caused by a faulty V-A modulator tube.	T CONFIRM THE FAILUR NOR TUBE.	E BUT THE UNIT DID	EXMINIT EXCESSIVE	
CORRECTIVE ACTION-BENGIK	CORRECTIVE ACTION-BENDIK ROUND CANIBIER TO BE REPLACED MITH A MEM LIGHTWEIGHT PACKAGE-WAP M-DJODGO.	A NEW LIGHTWEIGHT P	ACKAGE-WAP M-03006	•0	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	4-28-24-3435-C TLM CANIBTER	7AR 87-18782-808	E1GD FACTORY 83050\$	YES BENDIX NO	
FAILURE MODE-FAILED DURING	FAILURE MODE-FAILED DURING OFERATION, THE TELEFAK DID NOT GIVE A RADIO FREGUENCY OUTPUT AS REAUIRED BY SPECIFICATIO 18.	IVE A HABLO FREGUENC	T OUTPUT AS RESULE	ED BY SPECIFICATIO	

11. 152. P. ...

SENERAL STMANICS CONVAIR DIVISION

18 JUN 1868

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORMS

COMECTIVE ACTION-NONE-A NEW FALLES COMPONENT NAME DIF OATS SOME ENTRY IN FRANCE PART NO SECURITY ACTION-NONE-A VOIDED AND THE ARAY'S AND TEXTED SETOME FAILURE AMAL'S AND TEXTED SETOME FAILURE								
WHENCE THE TELEPAR WAS REPAIRED AND TESTED BEFORE FAILURE ANALYSIS PERSONNEL MERE PRESENT; PR WHENCE THE TELEPAR WAS REPAIRED AND TESTED BEFORE FAILURE ANALYSIS PERSONNEL MERE PRESENT; PR WHENCE THE TELEPAR WAS REPAIRED AND CHARLED. WHENCE THE TELEPAR WAS REPAIRED AND CHARLES STAD FACTORY TES BENGIT AND SILES OF COLLATOR THEN SERVET AND SILES OF CHARLES STAD IN OBCILLATOR CIRCUIT AND SILES OF CHARLES ON THE SERVET AND SILES OF THE SERVET AND CHARLES ON THE SERVET AND SILES ON THE SERVET ON THE SERVET AND SILES ON THE SERVET ON THE SE	BYBTEN BUB-STATEN	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF		VENDOR HANE VENDOR PART NO	
NET-SP-24-1035 TELEPAN WAS REFAIRED AND TESTED SEFONE FAILURE ANALYSIS PERSONNEL WERE PRESENT; PR. NET-SP-24-1035 TO THE TELEPAN WAS AND THE TELEPAN WOLL THAN THE SERVIT PRESENT; PR. NET-SP-24-1035 TO THAN THAN THE TELEPAN THE SERVIT AND THAN THE SERVIT AND THAN THE THAN THE CAUSED BY IMPROPES 11.8 IN OBCILLATOR CIRCUIT AND SERVIT AND SERVIT WAS INTERHITENT. FAILURE WAS BOT CONTINUE, HOWEVER, THE OSCILLAT NO. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10		en de la companya de						10000
HE-SS-E4-4033-F HE-SS-E4-4033-F HE-SS-E4-4033-F HE-SSECTION, NO BY OUTPUT COSSERVED. FAILURE CAUSED SY IMPROFES 9135 IN OSCILLATOR CIRCUIT AN SIEGES OF CIRCUIT AN SIEGES OF CIRCUIT AND CONTINUE OF CONTINUE OF CONTINUE. HOWEVER, THE OSCILLATOR CIRCUIT WHICH ELL IS RELACINE THE SIEGES ON THE SIEGES OF CIRCUIT WIS COLUMN OF THE SIEGES OF CIRCUIT WIS COLUMN OF THE SIEGES OF CIRCUIT WIS COLUMN OF THE SIEGES OF CIRCUIT WIS CIRCUIT WIS COLUMN OF SOURCE OF SIEGES OF CIRCUIT WIS COLUMN OF SOURCE OF SIEGES OF CIRCUIT WIS COLUMN OF SIEGES OF SIEGES OF THE UNIT THE THE TELEBRINED.	ORRECTIVE ACTION-MONE-BI	NCE THE TELEPAK WAS REFAIRED AND T VOIDED AND THE AMALYSIS WAS CANCEL	ESTED SEFONE FAFLUN ED.	E AMALYBIA	PERSONN	ž Ž	RE PRESENT, PR	
DURING OFERATION, NO RF OUTPUT GREENED. FAILURE CAUSED SY IMPROPER 91AS IN OSCILLATOR CIRCUIT AND SIGNAS OF MOISTURE WITHIN 178 CASE.		MZ-89-E4-4083-F OSCILLATOR-TRANSISTOR	7AR 87-01610	#100 #1030	FACTORY	1 2	BENDIK PACIFIC BIBIIOT MODEL TRUBDO	-
RANSDUC CACILLATOR 20-24-3446-F RANSDUC CACILLATOR 20-24-3446-F RANSDUC CACILLATOR T-01448-881 FAR 830-503 FACTORY VES BEHDIX T-01448-881 MO 1041942-4-7 T-01448-881 MO 1041942-4-7 MANSDUC RECULATOR ASSENDED HONEY AND HONEY COULD HOT BE RESULATED. MALFUNCTION HAS DISCOVEN OR THE LOW AS DISCOVEN OR ASSENDED HONE AS THE RESULATED. MALFUNCTION HAS DISCOVEN OR ASSENDED HOW AS COULD HOT BE RESULATED. MALFUNCTION HAS DISCOVEN OR ASSENDED HONE AS COULD HOT BE RESULATED. MALFUNCTION HAS DISCOVEN OR ASSENDED HONE AS COULD HOT BE RESULATED. MALFUNCTION HAS DISCOVEN OR ASSENDED HONE AS COULD HOT BE DETERMINED.	FAILURE MODE-FAIL DURING D TRANSISTON SHOWED SIGNS	OFERATION, NO RF OUTPUT OBSERVED. OF MOISTURE WITHIN ITS CASE.	FAILURE CAUSED SY I	MPROPER AL	78 IN 080	11.14	TOR CIRCUIT AN	
RANSDUC CACILLATOR T. D'BCARMIER OSCILLATOR OUTPUT MAS INTERMITTENT. FAILURE WAS MOT COMPINED, HOMEVER, THE OSCILLATESINGE CACHER CACH	DRRECTIVE ACTION-UNKNOWN	ż						·
T. D'BCARRIER OSCILLATOR OUTPUT MAS INTERNITTENT, FAILURE MAS MOT CONFIRMED, HOMEVER, THE OSCILLAT ESSIVE FREQUENCY DRIST TRAI WOULD RESULT IN AN OUT OF TOLERANCE OUTPUT. THE DRIFT MAS CAUSED BY A CAR TUSE, TYPE SILL; WHICH EXHIBITED UNSTABLE ENISSION CURRENT BECAUSE OF DETRIORATED ONIDE COATIN EN IS REPLACING THE ROUND SENDIX TELEMETRY PACKAGE USING A SOLID STATE OSCILLATOR CIRCUIT WHICH ELL SHANDOC RECULATOR ASSEMBLY - TRANSLISTOR ES 27-11354-S ANNSDUC RECULATOR ASSEMBLY - TRANSLISTOR ES 27-11354-S OF TOLERANCE, UNIT MAD REJECTED WHEN S.G VDC OUTPUT COULD NOT BE RESULATED, MALFUNCTION WAS DISCOV LATION, PRIOR TO THAT TIME THE UNIT FUNCTIONED PROPERLY, FAILURE MAS COMFIRMED AND ATTRIBUTED TO L. TOR 83. THE REASON FOR THE LOW SAIN OF 85 COULD NOT SE DETERMINED.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC CRB	#7-99-24-34#8-F ORCILLATOR	FAR 7-01488-861		FACTORY	3 .	BEND 1 X 1041942-4-2	***
EN 18 REFLACING THE ROUND SENDIX TELEMETRY PACKAGE USING A SOLID DIVIE OSCILLATOR CIRCUIT UNICH ELL EN 18 REFLACING THE ROUND SENDIX TELEMETRY CANISTER. BP-98-24-3535F BANSDUC RECULATOR ASSEMBLY - TRANSIBIOR BS 87-11354-3 OF TOLERANCE. UNIT MAD REJECTED WHEN 9.0 VDC OUTPUT COULD NOT BE RESULATED. MALFUNCTION WAS DISCOV LATION. PRIOR TO THAT TIME THE UNIT FUNCTIONED PROPERLY, FALLURE WAS CONFIRMED AND ATTRIBUTED TO L. TOR 83. THE REASON FOR THE LOW SAIN OF 85 COULD NOT BE DETERMINED.	FAILURE MODE-DRIFT, BUBCA OR DID EXHIBIT EXCESSIVE F FAULTY V-1 MODULATOR TUBE, 6 ON THE CATHODE.	RRIER OSCILLATOR OUTPUT WAS INTERN SEQUENCY DRIFT THAT WOULD REBULT I TYPE 6111+ MHICH EXHIBITED UNSTAB	ITTENT, FAILURE WAS N AN OUT OF TOLERAN LE ENIBSION CURRENT	MOT COMFI CE CUTPUT	RMED, HOT THE DRIE	F VCR	THE OSCILLAT & CAUSED BY A D ONIDE COATIN	
BANSOUC ACCULATOR ASSEMBLY - TRANSISTOR BS E7-11354-S RANSOUC ACCULATOR ASSEMBLY - TRANSISTOR BS E7-11354-S OF TOLERANCE. UNIT MAD REJECTED WHEN 9.0 VDC OUTPUT COULD NOT BE RESULATED. MALFUNCTION WAS DISCOV LATIOM. PRIOR TO THAT TIME THE UNIT FUNCTIONED PROFERLY, FAILURE WAS CONFIRMED AND ATTRIBUTED TO L TOR 83. THE REASON FOR THE LOW SAIN OF 83 COULD NOT BE DETERMINED.	CORRECTIVE ACTION-NOME, A	NEW BENDIK LIGHTWEIGHT TELEMETRY PLACING THE ROUND BENDIK TELEMETRY	PACKAGE USING A SOL. CANISTER.	ID STATE O	ACILLATO!	ž.	CULT MAICH ELL	
	FELENETRY SET AND TRANSOUC	88-98-24-3555F RCGULATOR ASSEMBLY - TRANSISTOR #3	FAR 87-11354-8	*********	FACTORY	1 2		***
RRECTIVE ACTION-WOME, SINCE THE REASON FOR 83 PAILURE COULD NOT SE DETERMINED.	FAILURE MODE-OUT OF TOLER CRED AFTER EMCAPBULATION, : OM GAIN OF TRANSIBTOR 05.	ANCE. UNIT WAS REJECTED WHEN \$.5 V PRIOR TO THAT TINE THE UNIT FUNCTI THE REABON FOR THE LOW SAIN OF 88	DC OUTFUT COULD NOT OMED PROPERTY, FAIL COULD NOT BE DETERM	BE REBUL! URE MAS CO INCO.	TED. KAL!	UNCT NO A	ION WAS DISCOV TTRISUTED TO L	
	RRECTIVE ACTION-HOME, B	INCE THE REASON FOR AS FAILURE COU	LO NOT BE DETERMINE	á				

10 JUN 1048

DIFFICULTIES ACVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	DITFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRDORME	UMENTATION STRENT	REGRAC		_
BUB-BVBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	AX83-0005-2100/FC-CO-01-0013-011	COMPOSITE-FACTORY 87-12762-803	#100 #080#	40	*
FAILURE MODE-OUT OF TOLE!	OF TOLERANCE, CHANMEL 11, REGNENT 20 (100 PCT BRIDGE CALIBRATE), INDICATED 88 PCT 18W MHÉM 96 PCT and meaburement p14T (1-11-27) indicated 80 .CT 18W When 83 PCT was expected.	PCT BRIDGE CALIBRAT	E); INDICATED 88 T was expected.	PCT 18W WHÉN 96 PCT	
SYSTEM EFFECT-OFERATION TOO LOW.	100 104.				
WENICLE EFFECT+/DMPOSITE	VEHICLE EFFECT-COMPOSITE RE-SCHEDULED, SYSTEM LEVEL AND COMPOSITE RETESTING REGUIRED.	POBITE RETESTING RE	euraco.		
CORRECTIVE ACTION-REPLACED TELEMETRY CANISTER.	ED TELEMETRY CANISTER.				
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	B A-99-E4-3378-F TRANSDUC COMMUTATOR-MOTOR	FAG	650508 FACTORY	YES BENGIN NO 1096485-48	* 100
FAILURE MODE-FAIL DURING E TELEMETRY CANISTER ASSE LD (AAVE LODGED BO AS TO B TICLES AND NEDUCED THEN T	FAILURE MODE-FAIL DURING OPERATION, THE D-C GEARMOTOR FAILED WHEN IT CEASED TO FUNCTION DURING VIBRATION TEST OF TH LD HAVE LODGED SO AS TO BLYCK TURNING OF THE MOTOR, BURBEBUENT VIBRATORY OR ROTARY MOTION MAY HAVE DIBLODGED THE PAR TICLES AND REDUCED THEM TO A SMALLER UNCHSTRUCTIVE BIZE.	D WHEN IT CFASED TO MEVER, PIECES OF CA INT VIBRATORY OR ROT	FUNCTION DURING RBON GRINDINGS FA ARY MOTION MAY H	VIBRATION TEST OF TH UND IN THE MOTOR COU VE DISLONGED THE PAR	
CORRECTIVE ACTION-UNKNOWN.	ž	`	4		
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSCUC ERS	HG-98-24-3410-F PREFLIGHT CALIBRATOR	FAR 87-18861-1	esosor ETR	22	* * * *
FAILURE MODE-OUT OF TOLE BY REL. T MHICH MAS MORES.	OF TOLERANCE, CALIBRATOR MAS REHOVED PER SURJEV 34-63. CALIBRATOR RATTLE MAS CONFIRMED AND CAUSED 8 Morgal For this Type Relay.	NW JEV 34-65. CALIER	ATOR RATTLE MAS.	CHFIRMED AND CAUSED	
CORRECTIVE ACTION-A REDE	CORRECTIVE ACTION-A REDESIGN OF THE PREFLIGHT CALISSATOR TO ACHIEVE CONFORMANCE WITH MIL-8-195008.	ACHIEVE CONFORMANC	E WITH MIL-8-193	.88.	
TELEMETRY BET AND TRANSDING	SP-SS-T4-3510-F BAMJPABO FILTER	7-11333-5	STORE PACTORY	ME AC ELECTRONICE	
FAILURE MODE-SHOWT (ELEC CAUSE MAS ATTRIBUTED TO	FAILURE HODE-SHOWT (ELECT). CUTPUT FROM CHANNEL 2 WAS INTERMITTENT, CUTFUT VOLTAGE VARIED WHEN THE CASE WAS TAPPED. Cause was attributed to unimbulated wires touchins, producing a shorted combitiom.	INITERT, OUTFUT VOLING A BHORTED CONDIT	TAGE VARIED WHEN	THE CABE WAS TAPPED.	
-				PAGE 0334	

· !-

****	DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE	UMENTATION STRTENTA	RBORNE			
ATEX BUB-AVATEX	TISTARFORT NUMBER PAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE BITE PRI		VENDOR NAME VENDOM PART NO	
CORRECTIVE ACTION-VENDOR WAS 8 THE USE OF INSULATED WIRES.	I-VENDOR WAS CAUTIONED TO TAKE CARE IN LEAD DRESSING PROCEDURES SEFORE POTTIMS. ALSO RECOMMENDED WA	DRESSING PROCEDURES	BEFORE POTTING.	ALBO R	ECOMMENDED WA	*****
INFFOMENTATION-A/B ICACHETRY SET AND TRANSDUC ERS	A-88-84-40087 AMPLIFIER, WIRING	FAR 87-01198-1	TSF SYCANOR	SYCANORE YES GULTON NO FT-815	¢ULTON FT-A159	# D 1 4 6 6
FAILURE MODE-ELECTRICAL O MPLIFIER NAS OPENED AND DE UND BROKEN LOOSE, MICROSCO WAS COVERED WITH BOLDER.	TRICAL OPEN, AMPLIFIER FAILED BURING CHECKOUT BEFORE A MOT FIRING. OUTPUT WAS EXCESSIVELY NOIST. A SD DEPOTED, THE BLUK LEAD FROM THE POSITIVE SIDE OF THE RZ MICROFARAD IS VOLT CAFACITOR WAS FO MICROSCOFIC EXAMINATION OF THE BREAK SHOWED MORE THAN TO PENCENT OF THE CROSS SECTION OF THE MIRE MOLER.	OUT BEFORE A HOT FILL ITINE SIDE OF THE EX D HORE THAN TE PERCI	ING. OUTPUT WAS INCROPARED 13 VINT OF THE CROSS	EXCESS! OLT CAP! SECTION	VELY NOIST. A ACITOR WAS FO OF THE WIRE	
CORRECTIVE ACTION-VENDOR MAS INFORMED OF T THIS TIPE OF DEFECT SHOULD NO LONGER OCCUR.	CORRECTIVE ACTION-VENDOR MAS INFORMED OF THE FAILURE, HE STATED MASA TYPE SOLDERING WAS MOW BEING ACCOMPLISHED AND HIS ITPE OF DEFECT SHOULD NO LONGER OCCUR.	ATED MASA TYPE SOLD!	RING VAS NOW BEL	Me ACCO	MFLIBHED AND	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUCERS	B A-99-24-3491-F TRAMSOUC CSCILLATOR	7AR RT-01869	SSUSUS FACTORY		YES BENDIX-PACIFIC NO 1050263-11-WA	\$ 000 8 000 8 000
FAILURE MCCE-STRUCTURAL, OSCILLATOR EXECT CAUSE OF THE FAILURE COULD NOT	OUTPUT COULD NOT BE BE DETERNIMED BINCE	ADJUSTED DUE TO THE OUTPUT THE EVIDENCE MAS DESTROYED	PUT POTENTIOMETER BEING FROZEN. FYED DURING OPENING OF THE UNIT.	R BEING NG OF T	FROZEN. THE HE UNIT,	
CORRECTIVE ACTION-MOME.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	a-99-24-3484-f 08c1llator/resibtor	758 87-01866-57	esusus FACTORY		YES BEHDIX PACIFIC NO 105-0263-10-1-	***************************************
FAILURE MODE-OUT OF TOLER ME UNIT MAD EXCECTED ITS U SCREWORIVER MOULD DESTROY	FAILURE MODE-OUT OF TOLERANCE. THE OUTPUT POTENTIONETER COULD NOT BE ADJUBTED FOR THE REQUIRED VOLTAGE DEVIATION. HEL UNIT HAD EXCEEDED ITS USEFUL LIFE AND THE POTENTIONETER WAS STICKING BO TIGHTLY THAT TO INCREASE THE TOROUE ON A BCREWORIVER WOULD DESIROY THE UNIT.	LD NOT BE ADJUBTED I	OR THE REGULRED WOLTAGE DEVIATION. 'LY THAT TO INCREASE THE TOROUC ON	VOLTAGE ABE THE	DEVIATION. T TORBUE ON A	
CORRECTIVE ACTION-ALL FUT	FUTUREPROPOSALS WILL SPECIFY PACKAGES OTHER THANGT-DIRGS-5Y.	OTHER THANGT-01898	.37.			
SMATRUMENTATION-A/B TCLEMETRY BET AND TRANSDUC	AR-1-AR-1860-W-FEER-ARKER	4 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 -	000000000000000000000000000000000000000	# Q	YES MAYBERRY NO	
FAILURE MODE-ERRATIC OPER	FAILURE MODE-EGRATIC OFERATIOM, & AMPLIFIERS REJECTED, FAILURES COMFIENED, THE ANALYSIS SECTION DATA SHOWS EACH CHA Mel to be excessively moisy and amplifiers to be microphomic under vibration, cold rolder joints found in the ampli	URES CONFIEMED, THE C UNDER VIBRATION, (AMALYSIS SECTION OLD MOLDER JOINT	B FOUND	HOUS EACH CHA	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

CONVAL

		0 hn ae		4 8 8
VEHICLE BITE PRI VENDOR HAME DATE DIF TIME DIF OTH VENDOR PART NO	HODIFY THE AMPLI IVE ACTION TO PRE TECHNIQUES ON 1 J		NO SENDIX NO SENDIX NO SENDIX NO SENDIX	TES UNITED ELECTRO 002524 NO DYNAMICS 14303-1H RUN OF PROCEDURE 8
817E 71HE D1F	PROBLEM AND AKE CORRECT BOLDERING	FACTORY Y	HASE A MMEN	WTR DURING A R
VEHICLE DATE DIF	THE MOISE ! RESTED TO T.	630430 4CTION PROP	7101 630429 46 115VAC PI 1) 1) MRTHG.	S30487 LV STOPPED OR FOR FALL
DIF DATA BOURCE PART NUMBER	D THE VENDOR STUDY ENDOR WAS ALSO RESE ED AMPLIFIERS AND S	FAR 87-01608 IOMETER DIO NOT FUR	COMPOSITE-FACTORY 69-11108-5 NEL 6 WAS MONITORIN 1 1 (REF IR STESSE MPOSITE RETEST RESU O CORRECT INTERNAL	FAR 87-12651-8 THE MISSILE SUODEN AS SEMT TO THE VEND
TEST/REPORT NUMBER FAILED COMPONENT HAME	FIER COULD HAVE CAUSED ERRATIC AMPLIFIER OPERATION. CORRECTIVE ACTION-RAR RP-AS-E4-3844; IR JUNE 1943 REQUESTED THE VENDOR STUDY THE HOISE PROBLEM AND MODIFY THE AMPLIFIER DESIGN TO USE MONVIGRATION SENSITIVE CONFOCKING, THE VENDOR WAS ALSO REQUESTED TO TAKE CORRECTIVE ACTION TO PREVENCE OF COLD-SOLDER CONNECTIONS, VENDOR REDESIGNED AMPLIFIERS AND STARTED NEW SOLDERING TECHNISHES ON 1 JULY 1863.	LEMETAT SET AND TRANSDUC ASPLIFIER, POTENTIONETER 87-03-609 LEMETAT SET AND TRANSDUC ASPLIFIER, POTENTIONETER 87-03-609 FAILURE HODE-OPERATION DOES NOT START, GAIN CONTROL POTENTIONETER DID NOT FUNCTION PROPERLY AS THE AMPLIFIER DUTPUT MAS CONSTANT AT VARIOUS POTENTIONETER SETTINGS.	RELEMETRY SET AND TRANSDUC TLM CAMISTER, MARMESS 69-11100-5 FAILURE MODE-FAILED DURING OFFRATION, TELEMETRY HO, E CHANNEL 6 MAS MONITORING 113VAC PHASE A MHEN PHASE C MAS INTERFECT-MONE. SYSTEM EFFECT-MONE. VEHICLE EFFECT-COMPOSITE RE-SCHEDULED, SYSTEM LEVEL AND COMPOSITE RETEST REBUIRED. CORRECTIVE ACTION- TLM CANISTER WAS NEMOVED AND REMORKED TO CORRECT INTERNAL WIRING.	ELEMETATION-A/B SP-90-24-3474-C FAR 8730427 WTR YES UNITED ELECTRO ELEMETAT SET AND TRANSOUC YRANSHITTER 27-12651-3 B7-12651-3 B7-12
SYSTEM SUR-SYSTEM	FIER COULD HAVE CAUSED ENF CORRECTIVE ACTION-RAR BP- FIER DESIGN TO USE HONVIGS VENT RECURRENCE OF COLD-SA ULT 1963.	INSTRUMENTATION-A/B NE-88-84-3508-F TELEMETAY SET AND TRANSDUC ADMINITER, POTENTIONETER ERS FAILURE MODE-OPERATION DOES NOT START, GAIN CONTR MAS CONSTANT AT VARIOUS POTENTIONETER SETTINGS.	INSTRUMENTATION-A/B ACUSS-DG1-11/PC-CO-DE-TELEMETRY SET AND TRANSDUC TEN CAMISTER, HARNESSERS FAILURE MODE-FAILED DURING OPERATION, TELEMETR MDEO TO BE HOHITORED, DUE TO A WIRING ERROR IN SYSTEM EFFECT-MOME. VEHICLE EFFECT-COMPOSITE RE-SCHEDULED, SYSTEM CORRECTIVE ACTION- TEM CAMISTER MAS REMOVED AND	INSTRUMENTATION-A/B 8P-90-24-34 TELEMETRY SET AND TRANSOUC TRANSMITTER ERB FAILURE MODE-FAIL DURING OFERATION, T-84485-5, FAILURE ANALYSIS MAS CANCEL

CORRECTIVE ACTION-MOME,

	UP61 237 41	DIFFICULTIES AEVIEW-INSTRUMENTATION SYSTEM-AIRSORME	UNENTATION BYSTEM'AL	RECRIME				
·	STOTEN SUG-STOTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUNGER	VEHICLE Date dif	817E TIME DIF	2 E	VENDOR NAME VENDOR PART NO	
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	BP-BB-E4-343E-F COMMUTATOR/MOTOR	FAR 87-18648-803	#1#0 #B04##	PACTORY	. Q	YES U.E.D. NO 34364-8	*00***
	FALLURE WODE-CONTANINATION. D AND LARGE BUANTITIES OF CAR. SIGNA OF BURNING AND PITTING	FAILURE WODE-CONTANINATION, 10 RFS COMMUTATOR SHOWED TOO MUCH SPEED VARIATION. THE COMMUTATOR MOTOR MAS DISASSENSLE D and large suantities of Carson were found in and around the speed Governor Comtact area. The contact Points Showed Signs of Burning and Pitting	ICH BPEED VARIATION. 1E BPEED GOVERNOM COP	THE COMMU	TATOR NO.	TOR V	MOTOR WAS DISABSEMBLE CONTACT POINTS SHOWED	
	CORRECTIVE ACTION-UNKHOW	CORRECTIVE ACTION-UNKHOWN-IT WAS REQUESTED THAT DC COMMUTATORS BE PURGED AND ONLY AC COMMUTATORS BE USED.	FOR BE PURGED AND OF	1LY AC CON	MUTATORS	2	150.	
	INSTRUMENTATION-A/B IELEMETRY SET AND TRANSOUC ERS	GO/A63-G12G/PL-4G1-GG-133 IRAHSHITTER-TELEHETRY RF NO.8	COUNTDOWN	1336	# T	2 9		• 1 4 5
	FAILURE MODE-FAIL DURING	FAILURE MODE-FAIL DURING OPERATION. TELEMETRY RF NO. B DROFFED OUT.	tto out.					·
	SYSTEM EFFECT-ERRATIC OPERATION.	ERATION						
	VEHICLE EFFECT-COUNTDOWN	VEHICLE EFFECT-COUNTDOWN DELAYED, A SG-NIMUTE HOLD WAS CALLED TO REPLACE RF MO.E.	LED TO REPLACE RF NO.	÷				
	CORRECTIVE ACTION-TELEME	CORRECTIVE ACTION-TELEMETRY RF HO.S WAS REMOVED AND REPLACED.	£ D •			l		
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	5P-39-24-3467-C COMMUTATOR-MOTOR	FAR NOHE		PACTORY	¥ 6	YES REED AND RECOK No 1896405-30	***************************************
	FAILURS MODE-ERRATIC OFE THE REED AND REESE GEARING	FAILURS WODE-ERRATIC OPERATIOM, 2.3 RPS D-C GEARMOTOR OPERATED INTERNITTENTLY. FAILURE ANALVSIS MAS CAMCELED SINCE The reeg and reese gearwotor is no Longer being manufactured.	ATED INTERMITTENTLY.	FAILURE A	MALYBIS	9 \$	INCELED BINCE	
	CORRECTIVE ACTION-MOME.							
1	INSTRUMENTATIOM-A/B TELEMETRY SET AND TRANSOUCERS	A-99-24-3450-F : BAHO PABS FILTER	# - 0 0 M = 0 - 4 M = 0 -	820484	FACTORY	ž 3	YES MERMETIC SEAL No 884-8800-400	
	FAILURE MODE-OPEN SELECT MUN SPECIFIED. THE BANDPA ING THE AMALYSIS SO NO FU	FAILURE MODE-OFEN (ELECTRICAL). THE BAMDFASS FILTER FAILED WHEN THE LIMITER FILTER OUTPUT WAS GREATER THAN THE MANIUM SPECIFIED. THE SAMDFASS FILTER WAS OPENED AND A COLD SOLDER COMMECTIOM WAS FOUND. TWO CAFACITORS WERE BROKEN DUR ME THE AMALYSIS SO NO FURTHER TESTING COULD SE PERFORMED. THE FAILURE WAS CAUSED BY THE COLD SOLDER JOINT.	WHEN THE LIMITER FILLDER CONNECTION WAS ITHE FAILURE WAS CAUST	LTER OUTPI FOUND. TWE	COLD BOL	EA 168 OR # 10	THAN THE MAKE CRE BROKEN DUR DINT.	
1	COCRECTIVE ACTION-RAN A-	COCRECTIVE ACTION-RAR A-99-24-3921 INITIATED &C CORRECTIVE ACTION BY RECOMMENDING CHANGES IN THE VENDOR INSPECTION	ACTION BY RECOUNEND	ING CHANGE	# 1# T#	2	OR INSPECTION	

SENSRAL DYNAKICS COMMAIR DIVISION

9981 NOT 11

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

THE THE THE TONE STAND TRANSDUC BAND PASS FILTERS DID HOT PASS ECP 350.504 PARAGRAPH 6.18.1. REBUIRING THE OUTPUT AT 675 CORECTIVE MODE STRUCTURAL. TWO LINITER-FILTERS DID HOT PASS ECP 350.504 PARAGRAPH 6.18.1. REBUIRING THE OUTPUT AT 675 CORECTIVE ACTION—SURVEY ALL UP-DIESS BAND PASS FILTERS IN STOCK TO THE REBUIREHENTS OF THE SPEC COMPSOL DRAWING. T CORECTIVE ACTION—SURVEY ALL UP-DIESS BAND PASS FILTERS IN STOCK TO THE REBUIREHENTS OF THE SPEC COMPSOL DRAWING. T CORECTIVE ACTION—SURVEY ALL UP-DIESS BAND PASS FILTERS IN STOCK TO THE REBUIREHENTS OF THE SPEC COMPSOL DRAWING. T CARRETING AND PASS FILTERS INMOTIONS OF INDUCTORS FROM SEPRATING. THE THE BAND PASS FILTERS IN STORE HASTALLATION IN LIMITER FILTERS. VENDOR WAS MOTIFIED TO TAKE ACTION TO PREVENT LAWINATIONS OF INDUCTORS FROM SEPARATING. THE THE BAND PASS FILTERS IN STORE HASTALLATION IN LIMITER FILTERS. VENDOR WAS MOTIFIED TO TAKE ACTION TO PREVENT LAWINATIONS OF INDUCTORS FROM SEPARATING. THE SPECKENT AND TRANSDUC SIGNAL COMDITIONER SP-1838S-871 SECONDOR SEPARATION—A/B SECONDOR SEPARAT	SAN DITS YES ON THE SPEC CONT WAS NOTIFIED TO THE SPEC CONT WAS NOTIFIED TO THE SPEC CONT SAN THE SPEC SAN THE SPEC SAN THE SA	DED COMPONDSO-B DESCRIPTIONS WERE DRAWING. T ACTION TO E385-871	
THEIRUMENTATION-A/B TELEMETAT SET AND TRANSDUC SIGNA PSS FILTERS. DID HOT PASS GOP 33G.504 PARAGRAPH 6.18.5 FAILURE HODE-STRUCTURAL. TWO LINITER-FILTERS. DID HOT PASS GOP 33G.504 PARAGRAPH 6.18.5 CAS SE NOT MORE THAN 17.6 PERCENT OF THE PEAR OUTPUT. THE INDUCTORS WERE DISASSENBLED FOUND SEPARATED. COARECTIVE ACTION-SURVEY ALL UT-DIRSS SAND PASS FILTERS IN STOCK TO THE REQUIREMENTS CENT THE BAND PASS FILTERS INHEDIATELY SEFONE LISTALLATION IN LIMITER FILTERS. VENDOR WINSTERMINATION-A/S. SHEKENT LANIMATION-A/S. SP-SCHALL STAND TRANSDUC SIGNAL CONDITIONER. ST-SCHASSENT STAND TRANSDUC SIGNAL CONDITIONER. ERS.	OF THE SPEC CONT MAS NOTIFIED TO T WITH TES WITH TES WITH TES WOR THE SPEC CONT WAS NOTIFIED TO T WOR THE SPEC CONT WAS NOTIFIED TO T WOR THE SPEC CONT WAS NOTIFIED TO T WOR THE SPEC CONT WOR THE SPEC CONT WOR THE SPEC TO T WOR THE SPEC T WOR T WOR THE SPEC T WOR	DSG-8 DSG-8 SOMS WERE DRAWING. T ACTION TO RSSGS-671	
FAILURE HODE-STRUCTURAL, TWO LINITER-FILTERS DID HOT PASS ECP 330.604 PARAGRAPH 6.18.5 CPS SE NOT HORE THAN 17.6 PERCENT OF THE PEAR OUTPUT. THE INDUCTORS WERE DISASSENBLED FOUND SEPARATED. CORRECTIVE ACTION-SURVEY ALL UP-DIRSS BAND PASS FILTERS IN STOCK TO THE REQUIRENENTS CENT THE DAND PASS FILTERS INSTOCK TO THE REQUIRENENTS CENT THE DAND PASS FILTERS. VEHOON WAS PREVENT LAMINATIONS OF INDUCTORS FROM SEPARATING. 1150 TELEMETRY SET AND TRANSDUC SIGNAL COMDITIONER ERS.	OF THE BPEC CONT MAS MOTIFIED TO T WIR TES WIR TES WIR TES WIR TES MOTIFIES MOTI	DRAVING, T ACTION TO E365-671	
CORRECTIVE ACTION-SURVEY ALL UT-DIRSS BAND PASS FILTERS IN STOCK TO THE REGUIREMENTS CEAT THE BAND PASS FILTERS, VENDOR WAS PREVENT LAMINATIONS OF INDUCTORS FROM SEPARATING. INSTRUMENTATION-A/B SP-SD-Z4-403Z-F FAR STA-12385-871 630422 FAR ST-12385-871 630422	OF THE SPEC CONT	DRAWING. T ACTION TO E385-871	***
RUMENTATION-A/B SP-SD-24-4032-F FAR HETRY SET AND TRANSDUC SIGNAL COMDITIONER ST-12365-875	ATA OM	4 h 6 1 th 6 1 t	4 4 7
	l		
FAILURE MODE-FAIL DURING CPERATION, NO INDICATION PROM MEABUREMENT ASSOTT.	1	_	
INSTRUMENTATION-A/D A-DD-Z4-5428-F TELEMETRY BET AND TRANSDUC BIGHAL COMDITIONER/COMMUTATOR BT-12842-803 630419 ERS	FACTORY YES	U.E.D. 14364-4	*00**
FAILURE WONE-OUT OF TOLERANCE. CHANNEL 14 COMMUTATOR RAN INTERMITTENTLY. THE BET BCREVS SECURING THE GEAR TO THE SH AFT IN THE COMMUTATOR NERE HOT TIGHT.	EVS SECURING THE	SEAR TO THE BH	
CORRECTIVE ACTIOM-VENDOR REVISED HIS BUALITY CONTROL AND INSPECTION PROCEDURES TO PREVENT RECURRENCE OF THIS MODE F FAILURE.	EVENT RECURRENCE	OF THIS MODE O	
INSTRUMENTATION-A/B /F1-GCO-OR-135 COMPOSITE-J FACT 135F TELEMETHT BET AND TRANSDUC 630418	11 VES		
FAILURE MODE-OUT OF TOLERANCE, RF4 SETRODUCED FEED BACK INTO RF8 MEASURENT SIDSD B1 TAM: IN THE FORM OF SMALL AMP LITUDE OBCILLATIONS FROM TO TO 10 SECONDS, THIS ALSO OCCURRED ON TEST P1-6CO-01-135 (FROM ES TO SE SECONDS). BYBIEN EFFECT-IMPROFER AMAICY SEGMALS.	1 TAM, EN THE POP	COMDS).	,
FAILURE WONE-OUT OF TOLERANCE, CHANNEL 14 COMMUTATOR RAN INTERMITTENTLY, THE BET BORED AFT IN THE COMMUTATOR WERE NOT TIGHT. CORRECTIVE ACTIOM-VENDOR REVISED HIS BUALITY CONTROL AND INSPECTION PROCEDURES TO PRETELLURE. INSTRUMENTATION-A/S /P1-6CO-02-135 FAILURE MODE-OUT OF TOLERANCE, RES SETRODUCED PEED BACK INTO BES MEASUREMENT 82030 BS FAILURE MODE-OUT OF TOLERANCE, RES SETRODUCED PEED BACK INTO BES MEASUREMENT 82030 BS LITURE OSCILLATIONS FROM 80 70 43 RECOMDS. THIS ALSO OCCURRED ON TEST PI-6CO-01-138 (F) BYSTEM EFFECT-IMPROPER ANALO: 666MALS.	EVENT RECURRENCE 11 TES 12 NO. 14 THE FOLION ES TO SE SEC	HALL AN	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM'AIRBORNE

STRIKE SUB-	TESTAEFONT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	0 T H	VENDOR NAME VENDOR PART NO	
VEHICLE EFFECT-MONE.							0 4 7 4 0 0
CORRECTIVE ACTION-UNKNOWN.							
INSTRUMENTALION-A/S TELEMETRY SET AND TRANSDUC A	CT-89-24-146-P ACCELEROMETER	7 A P 8 7 - 0 5 8 7 7 - 8 8	630419	FACTORY	3 0	GULTON KA-1006K	•
FAILURE MODE-ELECTRICAL OF	FAILURE MODE-ELECTRICAL OPEN CIRCUIT FROM BROKEN PICKUP LEAD WIRE AT PIN CONTACT.	D WIRE AT PIN CONTA	ŧ				
CORRECTIVE ACTION-RECONNER	CORRECTIVE ACTION-RECOMMENDED IMPROVED INSTALLATION PROCEDURES AT 60/C AND BETTER VENDOR GUALITY CONTROL.	REB AT 60/C AND BET	TER VENDO	BUALITY	COMT	ROL.	
INSTRUMENTATION-A/B CELEMETRY SET AND TRANSOUC TERS	CT-69-24-140-P Temperature transducer	FAR 7-01638-9	63 041 9	FACTORY	4 C W	SESTAD ENG.	693103
FAILURE MODE-STRUCTURAL FAILURE OF CAED. THE DAMAGE PROBABLY OCCURRED 9	FAILURE MODE-STRUCTURAL FAILURE OF THE CERAMIC SENSING ELEMENT MANDREL. VISUAL INSPECTION FOUND THE MANDREL WAS CRA	ENT MANDREL. VIBUAL	INSPECTIO	N FOUND	# H	ANDREL WAS CRA	
CORRECTIVE ACTION-RECOMMEN	CORRECTIVE ACTION-RECOMMENDED THAT 60/C PERSONNEL EXERCISE GREATER CARE IN MANDLING, OPERATING, AND TEGTING,	SREATER CARE IN HAM	DLING, OPE	RATIMG.	T ON	ECTING.	
HASTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC TERS	8P-94-25-4598-F TLM CAMIBTER-REGISTOR	FAR RY-11616-825	197-D 630416	FAC	7E\$ 60/C	5/9	2
FAILURE MODE-OUT OF TOLERA VE BEEN ALTERNATELY POSITIV IRED PLUS OR MINUS S PCT. T	OF TOLERANCE. THE PRE-FLIGHT CALIBRATOR GAVE OFF 2 POSITIVE PULSES IN SEGUENCE WMEN THEY SHOULD HA Y POSITIVE AND NEGATIVE. THE FAILURE MAS TRACED TO A 3-8 HEGOMH RESISTOR WHICH WAS OUT OF 1TS REGU S PCT. TOLERANCE, ALSO A COLD SOLDER JOINT WAS NOTED ON THE RESISTOR LEAD.	VE OFF 2 POSITIVE PRACED TO A 3.8 NEGO T WAS MOTED ON THE	PLSES IN E HM RESISTOR IN	EGUENCE V R WHICH V EAD.	9 9 5 5 6 5 6 5 6 5 6 5 6 5 6 5 6 5 6 5	THEY SHOULD HA	
CORRECTIVE ACTION-VENDOR L	LITERATURE TO BE INVESTIGATED TO FIND A RESISTOR WITH TIGHTER TOLERANCE.	IND A RESISTOR WITH	TIGHTER 1	OLERANCE.			
INSTRUMENTATION-A/G A TELEMETAT BET AND TRANSDUC C ERS	AX63-GGG8-1870/FC-CO-G8-GGR1-GG\$ CALISRATOR RELAY	COM*OBITE-FACTORY 87-11616-825	1970 850417		# Q		
FAILURE HOOE-ERRATIC OPERA Various Times Juring The Ca m the mimimum of 8 seconds	TIC OPERATION. TWO POSITIVE (100 PCT) PRE- PLIGHT CALIBRATION PULSES WERE OBSERVED IN SEGUENCE AT 16 THE CALIBRATION PORTION OF THE TEST ALSO, THE INTERVAL BETWEEN SOME OF THE PULSES WAS LESS THA SECONDS ALLOWED. THIS COMDITION WAS CAUSED BY A FAULTY CALIBRATION RELAY IN THE ACCESSORY PACKAGE.	FLIGHT CALIBRATION SO, THE INTERVAL BE D BY A PAULTY CALIB	PULBES WE YVEEN BOME RATION REL	RE OBSERV OF THE F	1 0 1 VL 8E	M BEGUENCE AT B WAB LEBB THA EBBORY PACKAGE	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORME

SYSTEM SUG-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SCURCE PART NUMBER	VEHICLE BITE PI	PRI VENDOR NAME OTH VENDOR PART NO	
BIBTEM EFFECT-ERRATIC OPERATION.	RATIOM.		Average and the second		077464
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RE-SCHEBULED. POST-COMPOSITE TESTING REGULRED.	TING REGULAED.		÷	
CORRECTIVE ACTION-THE ACC	CORRECTIVE ACTION-THE ACCESSORY PACKAGE WAS REPLACED.				
INSTRUMENTATION-A/B SP-AS-24-3323-F TELEMETAY SET AHO TRANSOUC AMPLIFIER-TRANSFORMER ERS	8P-A8-24-3323-P Amplifier-trambformer	FAR 88-01178-1	630416 FACTORY YES	YES MAYBERRY MG 168-1	*****
FAILURE MODE-OPEN (ELECT) 8 PEAR TO PEAR WHEM 5.0 PL	FAILURE MODE-OPEN (ELECT). OUTPUT VOLTAGE DIBAPPEARED DURING VIBRATION. MITH 5 VILLIVOLTS IN THE OUTPUT MAS .5 VOLT 8 PEAR TO PEAR WHEM 5.0 PLUS OR MINUS .5 WAS SPECIFIED.	ING VIBRATION. WITH S	VILLIVOLTS IN THE CA	JIPUT MAB .5 YOLT	·
CORRECTIVE ACTION-AMPLIFE	CORRECTIVE ACTION-AMPLIFIERS REDESISHED MITH A HEW TRANSFORMER. COLD SOLDERING JOINTS CORRECTED BY NEW SOLDERING TE HHIGUES.	MMER. COLD SOLDERING	JOINTS CORRECTED BY	NEW BOLDERING TE	·····
INSTRUCENTATION-A/B 8P-90-24-3433-F TELEMETRY BET AND TRANSDUC SIGNAL CONDITIONER-WINING ERS	8P-90-24-3433-F 816HAL COMDITIONER-WIRING	FAR RY-18864R-801	119D VAFB YE	YES U.E.D: NO 34364-8	91916
FAILURE M.OC-ELECTRICAL O	FAILURE M.OC-ELECTRICAL OPEN, THE VOLTAGE REGULATOR OUTPUT WAS RE VDC INSTEAD OF 2D VOLTS DC. AN ELECTRICAL CONNECT ION BETWEEN A POTENTIONCIER AND A RESISTOR WAS FOUND NOT CONNECTED. THE WIRE WAS TIMMED BUT NEVER SOLDERED.	WAS ES VOC INSTEAD ! NNECTED, THE WIRE WA:	W 20 VOLTS DC. AN EL I TIMMED BUT NEVER SA	ECTRICAL COMMECT	
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR MAS NOTIFIED TO INFROVE HIS RUALITY CONTROL AND INSPECTION DURING PRODUCTION.	IT CONTROL AND INSPER	TION DURING PRODUCTI		
INSTRUKENTATION-A/8 6P-90-24-3464-F TELEMETRY SET AND TRANSDUC TRANSHITTER CAPACITOR	FF-08-84-5464-F TRANSMITTER CAPACITOR	4 A B B B B B B B B B B B B B B B B B B	STREE FACTORY VER	ME TEXAS ANSTRUCE.	* ***
FAILURE MODE-FAIL DUBING OPERA ETHY FACKAGE, FAILURE WAS ATTRI YSTAL SIGNAL FROM GETTING TO TH TRUMENTS CAPACITOR, SVM-5, 181.	FAILURE MODE-FAIL DURING OPERATION, TRANSHITTER FAILED WHEN THE OUTPUT FOWER WAS LOST DURING VIERATION OF THE TELEN Etay Fackage, Failure was attributed to capacitor c-115 which was shorted directly to ground, thus preventing the CR YSTAL BIGNAL FROM GETTING TO THE OSCILLATOR CIRCUIT AND GIVING A NO OUTPUT INDICATION, THE CAPACITOR WAS A TEXAS INS TRUMENTS CAPACITOR, SYN-S, 181.	H THE OUTPUT POWER W. CH WAS SHORTED DIRECTING A NO OUTPUT INDI-	E LOST DURING VIERAL LLY TO GROUMD, THUS ! ATION, THE CAFACITON	PEVENTING THE CR.	
CORRECTIVE ACTION-RECOMMEN	CORRECTIVE ACTION-RECOMMENDED VENDON IMPROVE THE MORRHANSHIP OF THESE CAPACITORS BEFORE THEY ARE INSTALLED IN THE T Anshitters.	IF OF THESE CAPACITO	IS BEFORE THEY ARE IN	MATALLED IN THE T	

PA6E 0340

***************************************	DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE	HENTATION SYSTEM"AI	RBORNE			
874761 806-878161	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE B	BITE PRI TIME DIF OTH	VENDON RANE VENDOR PART NO	
IMBTRUMENTATION-A/B TELEMETRY BET AND TRAMBOUC ERB	# BP-80-E4-3364-F TRAMBDUC OSCILLATOR	FAR. RY-11841-914	197-D FAC	FACTORY YES	N	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILURE MODE-OUT OF TOLER WAS RAM FOR 24 HOURS TO ST CORRECTIVE ACTICA-NOME.	FAILURE MODE-OUT OF TOLERANCE. THE CHANNEL 18 OBCILLATOR WAS OUT OF TOLERANCE ON THE LOW SAND EDGE. THE OSCILLATMAN BAR FOR 24 HOURS TO STABILIZE IT, THEN IT WAS RE-ADJUSTED AND FRESURNCY REMAINED WITHIN SPECIFICATION LIMITS. CORRECTIVE ACTIOM-NONE.	OUT OF TOLERANCE O	M THE LOW BA	NO EGGE.	OF TOLERANCE ON THE LOW BAND EDGE. THE OSCILLATOR PRESURNCY REMAINED WITHIN SPECIFICATION LIMITS.	
INSTRUMENTATION-A/B. TELEMETRY BET AND TRANSDUC	A-99-E4-3416 Differential amplifier	FAR R7-12479-1	630410 FAC	FACTORY NO	KINETICS 97-12479-1	0 #0 # 0 # 0 # 0 # 0 # 0 # 0 # 0 # 0 #
FAILURE MODE-FAIL DURING IVE WOLTAGE AND CAUSED A C CO.RECTIVE ACTION-ALL TES	IL DURING OFERATION, NO OUTPUT ON CHANNELS 1 AND 2. TEST SET TET 3950 BERIAL MUNBER 2 AFFLIED EXCESS CAUSED A CAPACITON, DIODE AND INDUCTOR TO FAIL. ON-ALL TESTING WILL BE DONE ON TEST SET TET 3053 WHICH DOES NOT SUPPLY AN OVERVOLTAGE.	AND R. TEST BET TEIL. L. GS3 WHICH DOES NOT	BSSD SERIAL	HUMBER &	APPLIED EXCESS	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	# - 60 - 60 - 60 - 60 - 60 - 60 - 60 - 6	FAR 87-11841-013	197-0 FAC	FACTORY NO	BEND 1 X	2000
FAILURE MODE-ERRATIC OPER O DISCREPANCY EXISTED ON T	FAILURE WOE-ERRATIC OPERATION-SPIKING ON CHANNEL 14 MAS CAUSED BY AN INCORRECT CONNECTION AT THE GROUND STATION. O DISCREPANCY EXISTED ON THE AIREORNE EQUIPMENT.	BED BY AN INCORRECT	CONNECTION	AT THE CR	OUND STATION. N	
CORRECTIVE ACTION-ALL PER THE TEST EQUIPMENT.	CORRECTIVE ACTION-ALL PERSONNEL CONNECTED WITH THE TESTS AT THE WROUND STATION WERE ENSINGLISD IN THE PROCESS OF	INE EROUND SIATION	MERE THOUSAND		20 H3 P0 H3 P0 H3 P1 H3	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	BF-BD-E4-4090-F CONVERTER CIRCUIT BOARD	FAR 87-12648-601	419D WTR 630408	ž š	UNITED ELECTRO DYNAMICS ADKIT	:
FAILURE WOOE-SHORT (ELECT D 14-14 WERE WOLSY, FAILUR AUSE WAS ATTRIBUTED TO THE TO PLM A OF 4-514; THE SI	FAILURE WAS CONFERED. FAILURE ANALYSIS INDICATED NOISE ON ALL SEEMENTS OF CHANNELS IS-S. 14-12 AN FAILURE WAS CONFERED. FAILURE ANALYSIS INDICATED NOISE ON ALL SEEMENTS OF CHANNELS 14 AND 15. C TO THE "AD VOLT LIME SHORTING TO A BARE WIRE PROTRUDING FROM ITS INSULATION. THE WIRE WAS TRACED THE SIGNAL GROUND TEST POINT.	PROCEDURE RT-84445-1 AT WTR WHEN BEGMENTS 15-6: 14-12 AN LINGICATED NOISE ON ALL SKEMENTS OF CHANKELS 14 AND 15. C WIRE PROTRUDING FROM 1TS INSULATION. THE WIRE WAS TRACED	L SEENENTS IL SEENENTS I ITS INSULAT	SEGNENTS OF CHANNE ION. THE	18-8, 14-12 AN 18 14 AND 15. C HIRE WAS TRACED	
CORRECTIVE ACT7 : 4-REBUEST	FEBUCSTED ABTROMAUTICS INFECTION OF THE WHOLE CIRCUIT BOARD AFTER HODIFICATION.	OLE CIRCUIT BOARD	FTER HODIFIC	A710H.	indi aasimaaja pia salamaja aja jiriili ja	

**** ***	DIFFICULTIES AEVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM"A	RBORNE				
ENTER SOR	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRIOTH	PRI VENDOR NAKE OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	AX83-0003-1870/FC-CO-01-0081-001 TLM CANISTER	COMPOST TE-FACTORY 87-11541-918	1870	FACTORY	# Q		
FAILURE MODE-OUT OF TOLE!	FAILURE MODE-OUT OF TOLERANCE. CHANNEL 18 OPERATES 2 PCT TO 3 PCT SELOW THE LOW FRESUENCY BAND EDGE.	\$ PCT BELOW THE LOS	FREBUENC	7 BAND EG			
BYSTEM EFFECT-OPERATION TOO LOM.	TOO LOW.						
VEMICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RE-SCHEDULED. SYSTEM LEVEL AND COMPOSITE RETESTING REGUIRED.	MOBITE RETENTING REC	FUIRED.				
CORRECTIVE ACTION-REPLACE	IOM-REPLACED TELEMETRY R.F. MO. S CANISTER.						
INSTRUMENTATION-A/B BP-99-24-3392-F TELEMETRY BET AND TRANSDUC OSCILLATOR-TUGE ERS	8P-89-E4-3392-F OBCILLATOR-TUBE	FAR R7-11541-918	197-0	FACTORY	ž Q	BEND 1 x 1040962-42	•
FAILURE MODE-OUT OF TOLES ING VERIFIED THE FAILURE A	FAILURE MODE-OUT OF TOLERANCE, OSCILLATOR FOR CHANNEL 15 MAS OUT OF BAND ON THE LOM-FREGUENCY SIDE, SUBSEQUENT TEST ING WERFIED THE FAILURE AND PIN POINTED THE FAILURE AS EXCESSIVE DRIFT OF THE MO. 2 SECTION OF THE V-1 TUBE.	B OUT OF BAND ON THE	E LOW-FRES	UENCY BIE	, i	BSESUENT TEST TUBE:	
CORRECTIVE ACTION-WOME, 1	THE CAUSE OF THE EXCESSIVE DRIFT OF THE V-1 TUBE COULD NOT BE FOUND.	THE Y-1 TUBE COULD	NOT BE FO	. OHO			
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	N2-93-24-3463-F DEMODULATOR	FAR 37-13536-1	*30404	CONVAIR	YES		70020
FAILURE MODE-OUT OF TOLES EL MAS APPROXIMATELY ED PE ROPER BOLDER COMMECTION BE	FAILURE MODE-OUT OF TOLERANCE, OUTPUT OF THE DEMODULATOR BECAME ERRATIC DURING VIBRATION TESTING WHEN THE EL MAS APPROXIMATELY 20 PERCENT, SPECIFICATIONS ALLOM A MAXIMUM OF 4 PERCENT NOISE, FAILURE WAS ATTRIBUTED ROPER SOLDER COMMECTION BETWEEN THE LEAD AND TERMINAL OF CHOKE L-2 IN CHANNEL 2.	AME ERRATIC DURING HUM OF 4 PERCENT NO) (E L-E IN CHANNEL B.	VIBRATION	TESTING RE WAS AT	HE BE	THE NOISE LEV ITED TO AN IMP	
CORRECTIVE ACTION-RECOMME DETERTINE WHAT CHANGES AR	IOH-RECOMMENDED VENDOR OF THE CHOKE ASSEMBLY REVIEW SOLDERING TECHNISUES AND INSPECTION PROCEDURES TO CHANGES ARE MECESSARY TO PREVENT RECURRENCE OF THIS TYPE OF PAILURE.	REVIEW SOLDERING TECHNIS OF THIS TYPE OF FAILURE.	HHI OUES A	NO INSPEC	TION	PROCEDURES TO	
INSTRUCENTATION-A/B TELEMETRY SET AND TRANSFIUC ERS	A-A9-84-5449-9 ANPLIFIER	FAR	\$30403	FACTORY	£ 9	YE3 BENOIX No 1077064-3A	
FAILURE MODE-OUT OF SPECI- ID DE P.D MATTS HIMIUUM. T FAILURE MAS MOT COMFIRMED	FAILURE MODE-OUT OF SPECIFICATION. THE AMPLIFIER REPORTEDLY FAILED MITH AN OUTPUT OF 8.9 WATTS WHEN THE OUTPUT SHOU D DE 7.0 WATTS HIMIMUM. THE AMPLIFIER HAS FUNCTIONALLY TESTED FOR 3 HOURS, AND THE OUTPUT WAS S MATTS. THE REPORTED FAILURE WAS MOT COMFIRMED, A FUNCTIONAL AND VISUAL CHECK FAILED TO REVEAL ANY MALFUNCTIONS OR DEFECTS.	FAILED MITH AN OUTF ID FOR B HOURS, AND ILED TO REVEAL ANY D	THE OUTE	VATTS VE	A T T T T T T T T T T T T T T T T T T T	IE OUTPUT SHOU THE REPORTED	
						0.00	

**** *** ***

9941 NOT 41	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORNE	UMENTATION SYSTEM"A	IRBORNE				_
 87876W 8U8-87876W	TEST/REPORT NUMBER FAILED COMFONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF		VENDOR NAME VENDOR PART NO	
 CORRECTIVE ACTION-NO COS	COGRECTIVE ACTION TAKEN SINCE THE PAILURE WAS MUT COMPIRHED.	URE WAS NOT CONFIRM	.01				
 INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	B ABB-EA-SABST TRANSDUC CALIBRATOR	FAR 87-18801-1	#000 **********************************	PACTORY	22	6D/C 87-18891-1	200169
FAILURE MODE-FAILED TO O	LED TO OPERATE AT THE PRESCRIBED TIME. THE RELAYS IN THE IM-PLIGHT CALISRATION UNIT PAILED TO OPERA WITH NOMIHAL FOLTASE. THE PAILURE MAS NOT CONFIRMED.	RELAYS IN THE IM-FL CONFIRMED.	IGHT CALIB	RATION UN	.	ILED TO OPERA	
 CORRECTIVE ACTION-REJECT	CORRECTIVE ACTION-REJECTING DEPARTMENT INFORMED THE REPORTED PAILURE WAS NOT COMFIRMED.	ED PAILURE WAS NOT C	OMF I RMED.			,	
 INSTRUMENTATION-A/B TELEMETRY SET AND TRAMSDUC	B 49C-2040.3 Transduc Pressure Transducer,	UTP-PRT 69-01003-31	\$ 30402	3/09	2 Q 2 X	BOURNS 2007371703	*****
 FAILURE MODE-OUT OF SPEC F PLUS 3.28 PERCENT MAS C ON THE RESOLUTION TEST (4 ATER THAN 0.50 PERCENT FS	FAILURE WOOE-OUT OF SPECIFICATION, COSELVED NAXIMUM ENROR WAS PLUS 1.41 PERCENT, ALRO, ON 4-3-63, A MAXIMUM ERROR OF PLUS 1.29 PERCENT AND THE INSTRUMENT ERROR IS D.14 PERCENT. ON THE RESOLUTION TEST (4-3-63) 13.7 PERCENT OF THE DISCRETE STEPS WERE GREATER THAN D.25 PERCENT FSO AND 2 WERE GREATER THAN D.29 PERCENT FSO AND 2 WERE GREATER THAN D.59 PERCENT FSO AND 2 WERE GREATER THAN D.50 PERCENT FSO. SPECIFIED IS NOT OVER 3 PERCENT AND NOT OVER ZERO RESPECTIVELY.	AAB PLUS 1.41 PERCEN 18 1.0 PERCENT AND T E STEPS WERE GREATER AND NOT OVER ZERO R	T. ALBO, O KE INSTRUM THAN D.25 ESPECTIVEL	N 4-3-60. ENT ERROR PERCENT	4	XIMUM ERROR O	
CORRECTIVE ACTION-MOME. HUMAN ERROR.	FAILURES HERE MOT CONFIRMED AT VENDORS FACTORY OR AT 80/C AFTER THEIR RETURN. ATTRIBUTED TO	DORB FACTORY OR AT 6.	D/C AFTER	THEIR RET	2	ATTRIBUTED TO	
 INSTRUCENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-89-24-3454-F C TRANSMITTER ELECTRONIC TUBE	FAR 87-01878-15	630403	FACTORY	YES B	YES BENDIK NO 1032060-12-2-A	**
 FAILURE MODE-ERRATIC OFE ATTRIBUTED TO A DEFECTIVE E MAD MO SMORT BUT WAS IN	FAILURE HODE-ERRATIC OPERATION, TRANSMITTER FAILED WHEN IT CPERATED INTER-MITTENTLY. THE FAILURE WAS CONFIRMED AND ATTRIBUTED TO A DEFECTIVE TUBE. THE PLATE REALSTANCE OF THE TUBE HAD DECREASED BY APPROXIMATELY 10D KILCHMS. THE TUBE HAD NO SHORT BUT WAS INCOMPATIBLE MITH THE REST OF THE CIRCUIT. THE TUBE WAS A VSSTOR TYPERENTODE. M/A RY-11541	HEN IT CPERATED INTER-HITTI OF THE TUBE HAD DECALLASED ITHE CIRCUIT. THE TUBE WAS	ENTLY. THE BY APPROXI A VSSTOR T	FAILURE MATELY 10 PPEPENTOOI	MAS C B. H.	ENTLY, THE FAILURE WAS CONFIRMED AND BY APPROXIMATELY 100 KILOHMS, THE TUB A V35702 TYPEPENTODE, M/A 27-11541	
CORRECTIVE ACTION-RECONN	CORRECTIVE ACTION-RECONNENDED VENDOR TAKE ACTION TO PREVENT FAILURES OF THIS MODE.	FAILURES OF THIS W	30£.				
 INSTRUMENTATION-A/B Telemetry bet and transduc erb	を 1 年 1 日 1 日 1 日 1 日 1 日 1 日 1 日 1 日 1 日	7A7 47-01477-18	78-F) A	2 Q	GULTON RA-10080	
PAILURE MODE-CPEN (ELECT RE TO PIN A OF THE CONNEC	(ELECT). THE ACCELEROMETER COMBISTS OF A SENSING HEAD AND A TAANSISTORIZED AMPLIFIER, A BROKEN WI Commector was found.	SENSING HEAD AND A	FZANBIBTOR	IRED AMPL.	17168	. A BROKEN WE	

PAGE 0343

SEMERAL DYNAMICS

 CONVAIR DIVIBION
COHVAIR

10 10H 100

1010	TESTARFORT NUMBER DIF CATA SOURCE VEHICL	DIF CATA BOUNCE	VEHICLE DAYE DIE	817E	PRIVE	VENDOR MANE	
							2000
CORRECTIVE ACTION-6D/C RE THIS POINT DURING ASSEMBL	CORRECTIVE ACTION-60/C REQUESTED PROTECTIVE SLEEVING BE ADDED AT WIRE LEAD TERMINATION BECAUSE OF SEVERE BENDING This point during assembly of the Amplifier, documented in RAR 8P-88-357:2.	DEO AT WIRE LEAD TERM RAR SP-BS-84-BT/8.	INATION B	ECAUSE OF	BEVERE	BENDING AT	
INSTRUMENTATION-A/B FELEMETRY MET AND TRUMBOUC ERS	14-68-84-806-8	7AR 87-88800-148	130-0	ETR. COM PL 14	YES BOURNS NO 800-60	BOURNS BGG-609E-609	•
FAILURE MODE-EARATIC OPE!	FAILUME MODE-EARATIC OPERATIOM. AN ACCELEROMETER CIRCUIT BHOWED A REPEATED INTERMITTENT OPEN.	OMED A REPEATED INTE	AMITTENT	e e			
CORRECTIVE ACTION-MONE CO	COULD BE TAKEN: SINCE THE ACCELEROMETER WAS NOT FAILURE ANALYZED.	CTER WAS NOT FAILURE	AHALTZED.				
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC KRB	A-09-64-3490-F OBCILLATOR	FAR 87-01888-8	*3038*	FACTORY	VK8 BEND NO 1050	YCS SENDIX-PACIFIC NO 1050263-4-6-A	0 0 0
FAILURE MODE-DRIFT. \$UBC:	FAILURE MODE-DRIFT. SUBCARRIER OSCILLATOR OUTPUT FREGUENCY MAS FOUND TO DRIFT.	WAS FOUND TO DRIFT.					
CORRECTIVE ACTION-MONE. #	CORRECTIVE ACTION-NONE, FAILURE WAS NOT CONFIRMED.						
INSTRUMENTATION-A/B TELENETRY BET AND TRANSOLY ERB	3P-99-24-4214-F OSCILLATOR	FAR 27-01664-851	#160 630320	FACTORY	YES BENDIX NO	×	:
FAILURE MODE-OUT OF TOLER O MORE THAM A 4 PERCENT B4 THE REPORTED FAILURE OR 3	FAILURE WOE-OUT OF TOLERANCE, THE OSCILLATOR HAD A BHIFT IN THE BANDWIDTH OF & PERCENT, THE SPECIFIED LIMITS ARE) WORE THAN A 4 PERCENT SHIFT. ALTHOUGH A BHIFT IN OSCILLATOR PRESUENCY OCCURRED DURING IMITIAL TESTING OF THE UNIT THE REPORTED FAILURE OR THE OSCILLATOR DUE TO VIBRATION MAS NOT CONFIRMED.	IN THE BANDWIDTH OF 6 SM FREGUENCY OCCURRED NOT CONFIRMED.	PERCENT.	THE SPEC	171ED L1	LIMITS ARE N OF THE UNIT.	
CORRECTIVE ACTION-NOME, FAILURE NOT CONFIRMED.	FAILURE NOT CONFIRMED.						
INSTRUMENTATION-A/B TELEMETRY BET AND FRAMBOUC ERS	FAR-ST-6D-24-3418 PRESSURE TRANSDUCER	FAR 27-01243	1900 6303£6	PALCE-S	VEB COLVIN	COLVIN 401-4-10-78	
FAILURE MODE-EXTERNAL LEA MISSILE, THE LOCATING PIN ENT GAUSED A BY AK IN THE	FAILURE MODE-EXTERNAL LEAK. THE TRANSDUCER FAILED WHEN IT LEAKED FUEL. DURING INSTALLATION OF THE TRANSDUCER TO THE Missile, the locating pin on the transducer was mot alighed with the mounting bracket locating hole. This misalighm Ht caused a DC'ak in the Pin-to-Case brate joint, causing the leakage.	EAKED FUEL, DURING I WITH THE MOUNTING B	NSTALLAT! RACKET LO	ON OF THE	TRANSDI LE. THES	KER TO THE	adam o de la companya

PASE 0344

	DIFFICULTIES REVIEW-INSTR	ACVICA-INSTRUMENTATION SYSTEM-AIRSORME	INBORNE				
87878 808-878	TEST/REFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF TI	817E 71ME 01F	PRI	VENDOR MANÉ VENDOR PART NO	
CORRECTIVE ACTION-BITE PE	BITE PERSONNEL WERE INFORMED OF THE PAILU	THE PAILURE AND WERE DIRECTED TO TAKE ACTION TO PREVENT RECURRENC	D TO TAKE AC	7104 10	, J	ENT RECURRENC	604000
INSTRUMENTATION-A/B TELEMETAT SET AND TRAMSOUC ERS	8P-88-84-34E4 Connector-Wiring	7.AR 27-12385-51	2630 630327	FACTORY	. Q	VES BENDIX-PACIFIC NO 313-626-9	:
FAILURE MODE-ELECTRICAL O	FAILURE MODE-ELECTRICAL OPEM, JUMPER WIRE MIRRING BETWEEN FINE 9 AND 10	ঠ	RECEPTACLE J-1.				
CORMECTIVE ACTION-VENDOR	REVIEWED MANUFACTURING OUTLINGS AND INSPECTION TECHNIQUES.) INSPECTION TECHNI	encs.				···
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	A-99-E4-3447-F TELEMETRY POWER BUPPLY-TRANSFORMER BY-G1828-1	FAR 27-01226-1	630326 FJ	FACTORY	46.0	YES BENDIX NO 1046173-2A	: : : : : : : : : : : : : : : : : : :
FAILURE MODE-SHORT (ELECT FUNCTIONAL TESTIME CONFIN IDENCE OF OVERHEATIME, THE	IELECTRICAL). THE UNIT FAILED DUHING ACCEPTANCE TERTING WHEN EXCESSIVE INPUT POWER MAS OBSERVED. COMPIRMED THE FAILURE. THE UNIT DREW EXCESSIVE COMPIRMED OF THE TRANSMITTER SHOWED EVING. THE EXCESS CURRENT CONDITION IS ATTRIBUTED TO A SHORT IN THE PRINARY MINDING.	FPTANCE TESTING WHE ESSIVE CURRENT. EXA BUTED TO A SHORT IN	MEXCESSIVE MINATION OF THE PRINARY	INFUT POWER MAS THE TRANSMITTER ' WINDING,	OMER NSM11	WAS OBSERVED. TER SHOWED EV	
CORRECTIVE ACTION-RAR A-9	TAR A-39-21-3806 INFORMED THE VENDOR OF FAILURE AND RECOMMENDED INSPECTION OF THIS IMPE TRANSFORM	NILURE AND RECOMMEN	DED INSPECTI	ON OF T	HED 1	VPE TRANSFORM	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	A-89-24-3413-F Limiter filter Assembly	FAR 27-12300-5	630326 FA	FACTORY	VE\$ 60/C	9/0	40
FAILURE MODE-OUT OF TOLER CAUSED BY TANTALUM CAPACE	TOLERANCE. NO OUTPUT AFTER 1 HOUR AND 15 MINUTES OF OPERATION IN THE TELEMETRY P CAPACITOR BEING INBTALLED WITH REVERSED POLARITY. THIS CAUSED TRANSISTOR FAILURE.	S MINUTER OF OPERAT POLARITY, THIR CAUS	ION IN THE 1 ED TRANBISTO	ELEMETR R FAILU	A PAC	OPERATION IN THE TELEMETRY PACKAGE. FAILURE IS CAUSED TRANSISTOR FAILURE.	
CORRECTIVE ACTION-NEW EOP	PELEASED TO CHECK AND RECORD REGUIREMENTS PRIOR TO INSTALLATION INTO THE TELEMETRY PACKAGE	REMENTS PRIOR TO I	HBTALLATION	HT OTH	121	EMETRY PACKAG	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	A-88-24-1408-F OBCILLATOR-WIRING	FAR 87-01268-59	1367	FACTORY	2 2	BEM01X 1050263-11-7-A	•
FAILURE MODE-STRUCTURAL.	UMAL. MO CUTPUT DURING VIBRATION YEST, FILANENT WIRE CONNECTION BROKE TO TUBE V-1 CAUSING FAILUR	LAMENT MIRE CONNEC	TION BROKE 1	o ruer	Ī	AUSING FAILUR	
						PAGE 0348	

į			
į			
•			
;			
į			

	CONTAIN MININGS						
	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME	RUNENTATION SYSTEM"	LIRBORNE				_
BYBTEN BUB-BYBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E TIME DIF	PRI VEN	PRI VENDOR NAME OTH VENDOR PART NO	
CORRECTIVE ACTION-BURN-IN ADDED	ADDED AS A TEST RESULPEMENT FOR THE SUBCARIER OSCILLATOR.	THE BUSCARIER OSCI	LLATOR.				101144
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC P ERS	#F-88-84-3384-F HARNESS-CONNECTOR	FAR 27-17262-1	750 610322	# T	ž 9		# 60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILURE MODE-ERRATIC OPER/ BE BACKSHELL ALLOMED BOLDER	OPERATION. WIRE WAS NOT FULLY INSERTED IN THE PIN BACRSIDE OF THE PLUG BEFORE SOLDERING. A LOO SOLDER TO BREAK WIEN THE HARNESS WAS FLEXED.	D IN THE PIN BACKBI	DE OF THE P	ine acros	90° 3	R1166. A LOO	
CORRECTIVE ACTION-BOLDERIN LDER JOINT. INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC (ERB.	CORRECTIVE ACTION-BOLDERING TECHNIQUES WERE UPDATED AND ALL PERBONNEL CONCERNED WERE SMOWN THE EFFECTS OF DER JOHN. DER JOHNT. STRUKENTATION-A/E A-99-E4-34G7F LEMETRY BET AND TRANSDUC OSCILLATOR-WIRING 87-18373-895 430382 MO 10501	L PERSONNEL CONCERN FAR RT-12573-895	133F 133F 430322	FACTORY	TES BENDIX NO 103026		0164
FAILURE MODE-ELECTRICAL BI	FAILURE MUDE-ELECTRICAL SHOKI, FAILURE MAS CAUSED BY WIRE BEING PINCHED AND SHORTING TO GROUND. CORRECTIVE ACTION-VEHDOR IMPROVED HANUFACTURING AND INSPECTION PROCEDURES.	BEING FINCHED AND B	HOATING TO	eacuto.			
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC (A-99-Z4-5363-F OSCILLATOR-TURE	FAR RT-11941-913	197-D 6303##	FACTORY	7E8 BCH01X	X 1 0	937691
FAILURE MODE-ERRATIC OFER.	OPERATION CAUSED BY AN UNSTABLE VACUUM TUBE WITHIN THE OSCILLATOR.	M TUBE MITHIN THE O	SCILLATOR.				
CORRECTIVE ACTION-A PROGR.	program was intitated to burn-in buscarrien oscillators to eliminate their unstable characteris I amo eops maye been revised to implement this program.	RRIEN OSCILLATORS T HT THIS PROGRAM.	O ELIMINATE	THEIR UM	STABLE	CHARAC TERIS	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	8P-18-20-E24-F ENGINE VALVE POSITION TRANSDUCER	FAR	780 630388	FACTORY	YES NO	YES ROCKETDYNE NO	:
FAILURE MOTE-OUT OF TOLERANCE, TRANSOUCER WAS EG P CORRECTIVE ACTION-UMENOUN, DEFERED TO ROCKETDYNE.	TOLERANCE, TRAMBOUCER MAB EG PERCENT HIGH. TRAMBOUCER WAB REPLACED. Khomm, gefered to rocketovne.	IGH. TRANBOUCER WAS	REPLACED.				
						PAGE 0346	1 - 1 -
							7

		DIFFICULTING BEVIES - EXPERIENCE AND BY WIND BEINGOING	UMENTATION STREET	N HOUNE				
L	878728 848-818768	TEST/REPORT NUMBER FAILED COMPONENT MAME	DIF DATA SOURCE PART NUNBER	VEHICLE Date dif	BITE TIME DIF	PAI	VENDOR NAME	
1	INSTRUCTION-A/B TELEMETRY SET AND TRANSDUC ERS	A0J63-GG34/08-601-GG-63 TLM CANISTER	FL16HT	12000	0817-8	VES 40/C	5/01	:
	FAILURE WODE-ERRATIC OPE	FAILURE MODE-ERRATIC OPERATION. TELEMETRY SYSTEM OPERATION WAS MARSINAL DUE TO A SEVERE MOISE PROSLEM.	WAS MARGINAL DUE TO	A SEVERE	HOIBE PR	OBLEM		
····	STOTEM EFFECT-ERRATIC OPERATION: RE ED BY THE AIRBORNE TELEMETRY SYSTEM:	BYGTEN EFFECT-ERRATIC OPERATION: RECENVEN BISNAL MAS HIGH AND OF GOOD SUALITY INDICATING THAT THE NOISE WAS GENERAT D by the airdorné telénétry system.	IND OF GOOD BUALITY	INDICATIN	THAT TH	10H	BE WAS GENERAT	
	VEHICLE EFFECT-NOME.							
	CORRECTIVE ACTION-UNKHOAM.							
1	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	8P-99-23-3485F AMPLIFIER	FAR 87-15808-1	154D 430321	FACTORY	# Q	YES ASTROMAUTICS	******
······	FAILURE MODE-OUT OF SPEC EMELT HIGH GAIN SETTING IS TO ZERO SETTING.	FAILURE MODE-CUT OF SPECIFICATION, DURING EOP TENTING AMPLIFIER MOULD MOT ZERO, PROBLEM OCCURRED BECAUSE OF AM ENTR Enely high gain setting in the gain potentiometer, the amplifier operated mormally after gain setting was made prior to zero setting,	FFIER WOULD MOT ZERG FFIER GPERATED MORMA	. PROBLEM	OCCURRED GAIN SET	FINE	USE OF AN EXTR MAS MADE PRIOR	
	CORRECTIVE ACTION-EOF WA	CORRECTIVE ACTION-EOF WAS REVISED TO SHOW GAIN SETTING PRIOR TO ZERO SETTING.	M TO ZERO SETTING.					
1	INSTRUMENTATION-A/B TELEMETRY DET AND TRANSDUC ERS	A-88-24-3370-F COMMUTATOR-SOLDER CONNECTION	FAR	197-D 630320	FACTORY	465	VED BENDIX NO 1096488-38	***************************************
	PAILURE MODE-ERRATIC OPE	FAILURE MODE-ERRATIC OPERATION, A COLD BOLDER JOINT CONNECTING THE BLACK POMER LEAD TO ABRUSHHOLDER MAS FOUND.	TING THE BLACK POWER	LEAD TO	ABRUSHHOL	0 X	A& FOUND.	
	CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VEMOOR WAS INFORMED OF THE FAILING AND REQUESTED TO IMPROVE THEIR SOLDERING TECHNIQUE.	EQUESTED TO SMPROVE	THEIR BOL	DERING TE	CHMI	ur.	
1	INSTRUMENTATICA-A/B TELEMETRY BET AND TRANSDUC ERB	A-88-RA-8853F PRESSURE TRANSDUCER	FAR 7-01731-5	*****	FACTORY	÷ 8	P1724-0-10-752	
	FAILURE MODE-LEAK, OU'PUT VOLTA RE-PORT BRAZE JCIMT, LEAKAGE AT T, CAUBING A LOW-OUTPUT VOLFACE	FAILURE MODE-LEAK. OU'PUT VOLTAGE WAS BELOW SPECIFICATION. FAILURE WAS DUK TO LEARAGE AT THE BOURDON TUSE-TO PRESSU E-port braze jcint. Learage at this joint allowed mish pressure to enter this evacuated and menmetically sealed uni • Causing a lou-output voltage reading.	FAILURE WAS DUE TO SSURE TO ENTER THIS	LEAKAGE A Evacuated	THE BOU	JEDON JETICA	TUBE-TO PREBBU LLT BEALED UNI	
	CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR STATED BUALING AND BEEN UPSRADED ON ALL BOURNS INSTRUMENTS AS A RESULT OF PERSONNEL ATTEND	ON ALL BOURNS INSTRI	MENTS AS	* #6806.4	2 8	RECOMMEL ATTEND	
_		AND ANY THE PROPERTY OF THE PR	We are the contract and the contract of the co	Control of the last of the las				1

**** NOT 11

*****	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORM	TRUMENTATION BYBIEN'	IRBORNE		-	
SYSTEM SUS-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE A	SITE PRI	VENDOR NAME VENDOR PART NO	
THE HANDY AND HARMON BRAZE	HOM BRAZING INSTRUCTION AND BUBBLEUENT IN PLANT INSTRUCTION.	PLANT INSTRUCTION.				*****
INSTRUCENTATION-A/B TELEMETRY BET AND TRAMBOUC	A-88-24-3389 TRAMBDUC DEMODULATOR	FAR 7-18077-18	630319 FAC	FACTORY YES		•
FAILURE MODE-OUT OF TOLGRANCE. 1 SHOWED TOO HIGH A GAIN DURING IODE BRIDSE NETWORK.	ANCE, COMPONENT FAILED WHEN ITS BAIN WAS NIGH OUT OF SPECIFICATION AFTER POTTING, CHANNEL I DURING THE NIGH BAIN TESTS, DEMODULATOR FAILURE WAS DUE TO THE UMBALANCE IN THE CHANNEL I D	BAIN WAS HISH OUT OF ULATOR FAILURE WAS DI	SPECIFICATION E TO THE UNBA	AFTER POLATER	TTIME. CHANNEL 1 D	
CORRECTIVE ACTION-HONG.						
INSTRUMENTATION-A/P TELEMETRY SET AND TRANNOUC ER&	8P-88-EA-3397-F DIFFERENTIAL AMPLIFIER/WIRING/	# - # + # # # # # # # # # # # # # # # #	#3033# FAC	FACTORY YES	KINETICS N728	883878
FAILURE MODE-OFEN (ELCCT) DED LEAD, CARPING THE 28 MINAL REBULTING FROH A DEFI) (ELCCT). CHANGEL E COULD NOT BE ADJUSTED AWAY FROM A CONSTANT OUTPUT OF D.783 VOLTS DC. THE STRAN . The 28 volt of Input to the Channel & Pomer Imput (E-1). Had befarated from the circuit board ter on a defective boluer agint.	D AMAY FROM A COMBIAN DMER 19PUT (E-1), MAD	T OUTPUT OF G	.res voul	G.783 VOLTS DC. THE STRAN ROM THE CIRCUIT BOARD TER	
CORRECTIVE ACTION-5D/C REAR-5P-5P-2776.	REGIESTED THE YENDOR TO IMPROVE BUALITY CONTROL AND INSPICTION PROCEDURES AS DOCUMENTED IN	ALITY COMTROL AND INS	PLCTION PHCCE	DURES AS	DOCUMENTED IN R	
INSTRUMENTATION-A/E TELEMETAT AET AMO TAANSOUC (ERS	6 A 19-24-3408 F TAANSDUC OSCILLATOR-POTEMTIOWETER	7 A R 27 - 01866 - 16	5-E FAC	FACTORY YES	TES BENDIX NO 1050265-10-6-A	*
FAILURE HOUS-ELECTRICAL OPEN, OUT	FAILURE HOGS-ELECTRICAL OPEM, OUTFUT WAS LNBTABLE WHEM THE OBCILLATO', WAS TAFFED LIGHTLY, FAILURE CAURED BY INTERMI Temt fotentiometer wifer comtact.	E OBCILLATO", WAS TAFF	ED LIGHTLY. F	AILUME CA	UEED DY INTERNI	
CORRECTIVE ACTION-VENDOR	-VENDOR IMPROVED ENSPECTION PROCEDUREE TO INSPECT ALL POTENTICMETER OF THIS TYPE 100 PCT.	S SHBPECT ALL POTENTS	CHETER OF THE	S TYPE 10	0 FCT.	
INSTRUMENTATION-A/B 8F-24- Telemetay bet and transduc filter erb	88-84-840NF Filtes	F A R R Y = 4 R R C R = 4	830314 FAC	PACTORY YES		
FAILURE MANT-BHORT (TLECT) NEXT ABRIMBLY, THE ANTLET RE OF THE ANALYSTER AND FIL	(ELECT), THE AMPLIFIER AND FILTER ASSEMBLY FAILED WHEN IT SHOWED NO CUTPU, WHEN INSTALLED IN THE AMPLIFIER FUNCTIONED PROFERLY, BUT THE BANDFASS FILTER DISPLAYED NO CUTPUT FOR ALL INPUTS. PAILUAND FILTER ASSEMBLY WAS DUE TO AN INTERNAL SHORT CIRCUIT IN THE SEALED FILTER.	48LY FAILED WHEN IT 8 BANDFASS FILTER DIST THAL SHORT CIRCUIT IN	HOWED NO CUTP LAYED NO OUTP	U. WHEN I UT FOR AL	HSTALLED IN THE L INPUTS. PAILU	

CONVAIR DIVISION

9881 NOF 81

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

avatem ave-statem	TABLYREFORT NUMBER DIF DATA SOURCE VEHICL FAILED COMPONENT NAME PART NUMBER DATE D	DIF DATA SOURCE	VEHICLE DATE DIF	BITE PRI	VENICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
	and a second	and the second s				*****
CORRECTIVE ACTION-FAILURE ILTER BE WOOIFED.	COBRECTIVE ACTION-FAILURE AMALYBIB REGUEBTED THE FILTER VENDOR BE REGUIRED TO IMPROVE GUALITY CONTROL PROCEDURES. Lier be modified.	HOOR BE RESULATED TO	IMPROVE BUA	LITY CONTRO	. PROCEDURES, F	
INSTRUMENTATION-A/B TELEMETRY LET AND TRANSDUC	A-08-E4-3448-F RAHSDUC OSCILLATOR TUBE FLELTRONIC	7 A A B 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	* 8180#9	PACTORY YES	YES BENGIK No. 1041962-3-K	0
FAILURE WOOE-ERRATIC OPER. T OF THE TUBES ELIMINATED	FAILURE MODE-ERRATIC OPERATION. THE FREAUENCY OF THE OBCILLATON WAB UNBTABLE AND BENSITIVE TO VIBRATION. REPLACEMEN FOR THE TUBES ELIMINATED THE CONDITIONS. THE FAILURE MAB CAUSED BY CHANGES IN THE TUBE CHARACTERISTICS.	LATON WAS UNSTABLE A AUSED BY CHANGES IN	40 BEMBITIY FHE TUBE CH	E TO VIBRAT ARACTERIBTE	IOM. REPLACEMEN	
CORRECTIVE ACTION-12R A-91 P SUCS CHAMES IN TUBE CHAI	CORRECTIVE ACTION-TAR A-99-24-3520 WAS GENERATED. THIS BAR RECOMMENDS THAT THE CIRCUIT BE DESIGNED TO COMPENSATE FO SUCH CHAMEES IN TUBE CHARACTERISTICS OF ESTABLISH A RECYCLE PERIOD FOR CHAMEING TUBES.	RECOMMENDS THAT THE	CIRCUIT BE to TUBEB.	DEBICNED TA) COMPENSATE FO	·····
INSTRUCENTATION-A/S TELEMETRY SEE AND TRANSDUC 6.18	N2-90-E4-5599-F TLM CANIBIER-TRANSMITTER	# 4 # # 4 # 4 # 4 # 4 # 4 # 4 # 4 # 4 #	1930 W	WIR YES	YES BENDIK-PACIFIC NO	# 1:
FAILURE MODE-ERRATIC OPERA AMEE, FAILURE MAR COMTIBME MED BY ADJUSTIME OUTPU BE MEGATIVE MITH RESPECT THE THE CORRECT FREQUENCY, THE	FAILUME MODE-ERRATIC OPERATION, D'EING CHECKOUT OF THE TELEPAÁ, THE CARRIER FREGUENCY VARIED OVER A TWO MEGACYCLE R ANGEL FALLUME, MAR COMTRNED, CAUSE VAR ATLABUTED TO THE TRANSMITTER NOT BELIME TUNED PROCERLY. THE TRANSMITTER 13 TO ME DE ALGULUMIN FLEGUENCY TO THE LUM BIDE CALLA TO THE LUM BIDE CALLA THE PROPERTY BITTING, THIS CAUSER TEST FOLM Z TO THE CORRECT FREGUENCY, THE VENDOR GOES NOT USE THIS METHAN.	PAK, THE CARRIER FRANKLISTER FRANKLITER MOT BEING FORTHUR FREGUTHEY & DISCRIMINATOR POR	EDUENCY VAR TOHED PROPE METTING, TH FLOM OF THE	IED OVER A BLY. THE TR IS CAUSES TI TRANSMITTE	THO MEGACYCLE RANGEMETTER IS TO LEST POINT & TO REST POINT ONTO REST POINT ON TO REST POINT	······································
CORRECTIVE ACTION-VENDOR MAS REQUISTED TO INCLU- MT 5 IN LHECKOUT PROCEDURES FOR THE TRANSMITTER.	-YEMOOR WAS REQUESTED TO INCLUDE THE PRACTICE OF TUMING TEST POINT & MEGATIVE COMPANED TO TEST POL ROCEDURES FOR THE TRANSMITTER,	TICE OF TUMING TEST	POINT E MEG	ATIVE COMPA	RED TO TEST POS	
INSTRUMENTATION-A/F FELEMETRY BET AND TRAMBOUCH	4-89-E4-3372-F PONCH GUPPLY/CAPACITOR	7AR R7-01R78-4	430323 F	FACTORY YES	YES SENDIX NO 1951445-4-8	****
FAILURE MODE-BHORT /KLECTI	AMPERES AT 12Y DO APPLED THEE TOWER INPUT CURRENT IN EXCESS OF B.O AMPERE SPEC. ALLOMANCE. AMPERES AT 12Y DO APPERE 18 B.O AMPERES AT 88Y DC.'. A MALLORY B MFD 17D NVDC CAPACITOR ACCOUNTS AND APPERED AT SATISTICAL ACCOUNTS.	A INPUT CURRENT IN EXPERSE AT ROY DOZ - A	MALLORY &	O AMPERE OF	B.O AMPERE SPEC. ALLOWANCE. B MFD 170 NVDC CAPACITOR /C-	

CORRECTIVE ACTION-RAR A-PS-24-2400 MAS SERT TO THE MEMORIA

SER IN THE ESSY CUTPUT CIRCUITY WAS SHORTED.

*** X27 44	DIFFICULTIES REVIEW-INSTRUMENTATION STRICKSAINBORNE	UNENTATION STRENTA	REORME		f		
#7 # 7 # 7 # # # # # # # # # # # # # #	TEAT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	11ME 01F	O TR C	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B TSLEMEYNT BET AND TRANSDUC ERS	A-A8-84-3308-F	7 A R R7 - 1 8 8 7 8 - 6 2 6	133F 63031R	FACTORY	4 C 8	VES BENDIK PACIFIC NO	**************************************
FAILURE MORT-OUT OF TOLER ED BY FUMCTIONAL TESTIMS.	OF TOLERANCE, DURING FACTORY CHECKOUT; THE OUTPUT OF CHANNEL 11 MAS HISH, BUT COULD NOT SE CONFIRM Insting.	OUTPUT OF CHANNEL	11 WAS HIGH	t, B UT CC	×	OT BE CONFIRM	
CORRECTIVE ACTION-NOME. R	REPORTED FAILURE COULD NOT BE CONFIRMED.	RMED.					
SHEST ON TRANSOUCE AND TRANSOU	MZ-48-E4-USSE-F POAER BUPPLY-MIRING	7AX 98-1.0840-9	7 18089	FACTORY	4 Q		
FAILURE MODE-OFEN-ELECTRE	FAILUME MODE-OPEN-ELECTRICAL. OPEN MAS CAUSED BY A NIGH RESISTANCE SOLDER CONNECTION. Corrective action-training in acceptable boldering techniques was completed by all personnel in Electronic Producti	HISTANCE SOLDER COMM WES WAS COMPLETED BY	ECTION.	NNEL IN	ELECTR	IONIC PRODUCTI	
ON TO IMPROVE QUALITY AND WORKHAMSHIP.	моякна изи Гр.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	NZ-89-24-4016-F GSCZLLATOF/MEB18TOM	FAR 27-05407-111	630311	FACTORY	# Q	VEB BENDIX NO 3131353-6-6	040160
FAILURE MODE-CRIFT, DACID T COMPIRMED, MONEYER THE OF	FAILURE MODE-DRIFY, OBCILLATORS CENTER FREQUENCY DRIFTED FROM 1700 TO 1474 CPS DURING VIBRATION TESTING, FAILURE NO I compirmed, momeyer the Obcillator Failed the Specified Temperature test in the lab. Temperature compensating Resist Too Failure Laused the Obcillator to Fail the Specified Temperature 1887.	ROM 1700 TO 1674 CP1 MPERATURE TEST IN TH PERATURE 1587.	DURING VI	PERATURE	75 8 7 1 L	HG. FAILURE MO INSATING RESIS	
CORRECTIVE ACTION-NOME.	THE CAUSE OF FAILURE WAS NOT DETERKINED.	KINED.				. Appendication of the second	
INBTRUMENTATION-A/B TELENETRY SET AND TRANSOUC	NZ-89-24-4023-F V1DEO AMPLIFIER, POTENTICMETER	FAR RY-01608-1	0 1 1 0 0 1 0	FACTORY	2	ME BENDIX NO SOESSED	• • • • • • • • • • • • • • • • • • •
FAILUNE MODE-FAIL DUMING	FAILUNE MODE-FAIL DUMING OPERATION, GAIM COMTROL, POTENTIOMETER WAS REPORTED INOPERATIVE. COMMECTIVE ACTION-MOME, FAILURE WAS NOT CONFIBHED.	CTER WAS REPORTED II	OPERATIVE.				
							,

11 10H 1988

## # # # # # # # # # # # # # # # # # #	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'A!	RBORNE				
BYBIEK BUB-BTRIEK	TEST/REPORT HUMBER FAILED COMPONENT HAME	DIF DATA SOURCE PART NUMBER	VEHICLE Date DIF	BITE TIME DIF	9 0 1 1	VENDOR NAME VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	SP-SS-E4-4184-F POKER SUPPLY-RESISTOR	7.4.7 8-0.48.4.0-8	880810	FACTORY	VEB 60/C	5 / C	:
FAILURE MODE-ELECTRICAL SHORT, THE THE MINUL 1.23 VOLTS DC WITHIN SPEC. E RESISTOR WAS PROGAULT DANAGED AS A	FAILURE MODE-ELECTRICAL SHORT. THE TRANSDUCER FOMER SUPPLY FAILED WHEN ADJUSTMENT OF RESISTOR R-19 WOULD MOT BRING. THE MINUL 1.23 VOLTS DC MITHIN SPEC, ALSO, RESISTOR R-21 MAS SURNED OPEN ELECTRICALLY. THE FAILURE WAS COMPIRMED. THE RESISTOR WAS PROGABLY DANAGED AS A RESULT OF AN OVERLOAD OR SHORT IN THE WIMUS 1.25-VOLT CIRCUIT.	FAILED WHEN ADJUSTING BURNED OFEN ELECTRIC	CALLY. THE	LATOR R-1 E FAILURE T CIRCUI	0 . v	CONFIRMED. TH	
CORRECTIVE ACTION-NO COR	CORRECTIVE ACTION TAKEN.				i		
INSTRUMENTATION-A/B TELENETRY 84,1 AND TRANSCUC ERS	AG183-0046/83-401-00-102 TLM CAN187ER	COUNTDOMM	1020 630309	-1444 -1444	. Q		**
FAILURE MODE-FAIL DURING IOM MITH THE IRBS KIT. PO	. DURING OPERATION-DURING THE COUNTDOWN AT T-7 MINUTES EXCESSIVE CURRENT DRAIN WAS NOTED IN CONNECT KIT. POWEN MAS SMITCHED TO INTERNAL AND THE YELEMETRY SYSTEM FAILED.	T-7 MINUTES EXCESS! E YELENETRY SYSTEM !	WE CURRENT	DRAIN V	9	TED IN CONNECT	
MYSTEM EFFECT-OFFRATION OR DURING THE FLIGHT.	BYSTEM LFFECT-OPERATION STOPS PRESISTURELY. NO TELEMETRY DATA MAS TRANSMITTED DURING THE RENAINDER OF THE COUNTDOWN Re during the flight.	A WAS YRANSMITTED DI	URING THE	RENAINDE	ð	THE COUNTDOWN	
VEHICLE EFFECT-MONE, FAL	VEHICLE EFFECT-MOME, FAILURE ANALYSIB OF THE PLIGHT FAILURE WAS HAMPERED BY LACK OF DATA.	WAS HANPERED BY LA	CK OF DATA	•		•	
CORRECTIVE ACTION-NONE.							
INSTRUMENTATION-A/B TELEMENT BET AND TRANSOUCERS	AX65-0003-135F/FC-CO-02-0011-051 TLM CANIBTER	COMPOSITE-FACTORY 27-12573-895	135F 6305, 3		9 9	YES BENDIK NO	
FAILURE MODE-ERRATIC OPE.	FAILURE MODE-ERRATIC OPERATION. RF NO. 3 CHAMMEL SO INDICATED EXCESSIVE SPIRING AND MOISE CAUSED SY FAILURE OF	ED EXCESSIVE SPIKIM	AND MOTE	E CAUSED	-	AILURE OF RF 3	
SVSTEM EFFECT-ERRATIC OFERATION.	ERATIOM.						
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE DELAYED OR RESCHEDULED. STRTEM AND COMPOSITE RETEST RESUIRED.	COMPOSITE RETEST R	EBUIRED.				
CORRECTIVE ACTION-TELENETER S OMPOSITE RETEST.	TER 3 AADIO FRESUENCY AIRBORNE PACHAGE WAS REPLACED. PROPER OPERATION WAS VERIFIED DURING	AGE WAS MEPLACED. PI	NOPER OPE	AT 100 WA	VER	IFIED DURING C	
IMSTRUMENTATION-A.'S TELEMETRY BET AND TRANSDUC ERS	HG-99-24-5288-7 Telemetry Package Power Chamge Ove Ry-18890-918 A Balton	FAR R7-18880-818	1100	FACTORY	1 9	KINETICS	
FAILURE MODE-C-RATIC OFE	FAILURE MOCE-CYRATIC OFERATION-FOURE CHANGEOVER BUITCH FAILED TO RETURN TO EXTERNAL FOBITION. THE FUNCTIONAL TESTIM , revealed that the buitch was ofenating but that the monitor contact was not making contact. Failure analysis revea	ED TO RETURN TO EXT	ERNAL POSI	TIOM. TH	3 2 3	CTIONAL TESTIN AMALTSIS REVEA	

**** WAT #1

CONVAIR DIVISION

****	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION SYSTEM'A	RBORNE				
8787EN 808-8787EH	TEST/REPORT NUMBER FALLED CONFONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE Date DIF	AITE TIME DIF	PRI OTH V	VENDOR NAME VENDOR PART NO	· · · · · · · · · · · · · · · · · · ·
LED A BROWN MATERIAL ON THE MAS NOT DETERMINED DUE TO LO	ED A BROWN MATERIAL ON THE MONITOR CONTACTS. THE PAILURE MAD DUE TO THE SMITCH. THE CAUSE OF FAILURE OF THE SMITCH AS NOT DETERMINED DUE TO LOSS OF EVIDENCE WHILE UNBOLDERING.	a DUE TO THE BWITCH	THE CAUS	TO FAIL	8 3	THE BUSTCH	# # # # # # # # # # # # # # # # # # #
IMBTRUMENTATION-A/B A- TELEMETRY BET AND TRANSDUC TE	A-88-3E44-F TELEMETRY TAME NECORDER	FAR	1357	FACTORY	# Q	APPLIED MACHET ICB 410-001	***
FAILURE MOG-EAILED BURING OFF CORDER MOTOR 448 NOT PRODUCING MEADS WHEN THE TAPE IS STOPPED.	FAILURE MOGZ-EAILED DURING OPFRATION, DURING CHECKOUT; TH <u>e Output of the recorder</u> had zero output, the tape re Corder hotor was not producing a torbue sufficient to turn the tape and tape adheres to the record and transmitting Weads when the tape is stopped.	<u>OUTPUT, OF THE TAPE</u> HE TAPE AND TAPE AD	TERES TO T	ND ZERO O	AND	THE TAPE RETRACTING	,
CORRECTIVE ACTION-THE VENDO E INCREASING THE PRESSURE BE E SUFFICIENT FORCE TO FREE T	CORRECTIVE ACTION-THE VENDOR 13 ENSTALLING A DIFFERENT INVERTER TO INCREASE THE DRIVING MOTOR CUIFUT FOWER. THEY AR E increasing the pressure between the magnetic tape driving roller and pressure roller permitting the motor to creat E sufficient force to free the tape from an adhered condition.	RTER TO INCREASE THI ROLLER AND PRESSURE No.	E DRIVING	HOTOE OUT	5 H X X	OWER. THEY AR	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC DI	ADS-ZA-3309 DIFFERENTIAL AMPLIFIER POTENTIONET 27-01444-3 ER	FAR 87-01444-3	430307	FACTORY	# # 9 Q	AIMETICS M-798	427524
FAILURE MODE-OUT OF SPECIFI GAIM ADJUSTMENT POTENTIOMEN CUIT BETWEEN THE BLIDE CONTY	FAILURE MOCE-OUT OF SPECIFICATION OR FOLERANCE. UNIT MOULD HOT NULL AS REGUIRED BY SPECIFICATION. THE FAILED COARSE Gaim adjustment potentiometer, referred to as R-9 om the Vendors drawims, caused the Pailure, there was am open cir cuit between the blide comtact and the rebistance strip terminal.	HOT NULL AS REBUIRES Hogas drawime, causs Imal.	3 87 8PECE	TICATION.	,	FAILED COARSE B AN OFEN CIR	
CORRECTIVE ACTION-VENDOR WAS IN URRENCE OF THIS MODE OF FAILURE.	CORRECTIVE ACTION-VENDOR WAS INFORMED OF THE CAUSE OF FAILURE AND REBUESTED TO TAKE MECESUARY ACTION TO PREVENT REC Harnee of this mode of Failure.	NE AND REQUESTED TO	TAKE MECE	BARY ACT	₹	PREVENT REC	
IMBTRUMENTATION—A/B TELEMETRY BET AND TRANBOUC DI	A-AB-24-3393-F DISFLACEMENT DEMODULATOR-WIRING	# P # # # # # # # # # # # # # # # # # #	#090	FACTORY	VES 60/C	376	**
FAILURE MODE-OUT OF SPECIFI ATION REGURES THE 1.47 VOLT LLT THE LEADS WERE REVERSED.	FAILUME MODE-OUT OF SPECIFICATION. ON TEST, THE IMPUT SIGNAL WOULD DROP FROM 5.47 VOLTS AC TO MEARLY ZERO. SPECIFIC Tion reguires the 5.47 voltage to remain comstant. The voltage drop indicated a 8-1 (Ensss) transistor smort. Actua Ly the leads were reversed.	WOULD DROF FROM 1.	47 VOLTS	C TO MEAL	#17 Z	INO. SPECIFIC SMORT, ACTUA	

CORRECTIVE ACTION-UNKNOWN.

***************************************	DIFFICULTIES REVILU-INSTRUMENTATION SYSTEM-AIRSORMS	IUMENTATION STREEM'S	REGENE		r		. -
#787EH \$UB-5787EH	TESTURECAT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NEWBER	VEHICLE Date dif	TIME DIF	₹ 5	SITE OTH VENDOR NINE	
INSTRUMENTATION-A/B FELEMETRY SET AND TRAMSDUC ERS FAILURE WODE-FAIL DURING	A-93-E4-3388-F FAMBISTON EFABLE CEDULT FACTORY YES MEDUC RESULATOR ASSEMBLY, TRANSISTON ESTATION, ERRATIC OPERATION MAS CAUSED BY A DAMAGED TRANSISTON, CAUSE OF DAMAGE MAS NOT D	#4# #7-41384-8 ***********************************	CEDEGT RANGE BTOR	FACTORY	4C 40	IAGE WAS HOT D	
ETERNIMED. CORRECTIVE ACTION-RECONNE 6E TO TRANSISTORS.	ECOMMEDATIONS WERE MADE BY FAILURE AMALYSIS TO MODIFY POTTING PROCESSES TO PREVENT POSSIBLE DAMA	1818 TO MODIFY POTTE	MG PROCESS	ES TO PRE	VENT	POSSIBLE DAMA	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	A-88-E4-5258-F Demogulator-wiring	FAR 87-18077-5	*2020	FACTORY	# Q	ASTRONAUTICS RT-12077-5	
FAILURE MODE-BHORT (ELECT INPUT AND THE CORNER WOWN THE BURNED PATH INDICATE E BTUD, THIS FAILURE COVE	FAILURE MODE-SHORT (ELECTRICAL). THE DEMODULATOR FAILED WHEN A 15 OWN SHORT CIRCUIT WAS FOUND BETWEEN THE 40G CYCLE INDUT AND THE CORNER MOUNTING STUD AND AN ADJACENT BOLDER AREA. ANALYSIS OF THE BURNED PATH INDICATED THAT THE BHORT CIRCUIT MAS CAUSED EITHER DY SOLDER OR A STRAND OF WIRE IN CONTACT HITH THE STUD. THIS FAILURE COULD HAVE BEEN DETECTED IN FINAL USE CONFIGURATION.	THE MOUNTING STUD AW THE MOUNTING STUD AW TO EITHER BY SOLDER CONFIGURATION.	CULT WAS	FOUND BETTE	A A RE	THE 400 CYCLE A. ANALYSIS O OMTACT MITH T	
CORRECTIVE ACTION-CLOSER 1MSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	LOSER INSPECTION AND INCREASED PRECAUTION TO SEE, THAI EXTREMY PROCEDURES AND AUTHOR OF SETTING THE SE	FAR B7-Disof-981	630306	FACTORY	200	YES BENDIX-PACIFIC NO \$131158-11-AA	000000000000000000000000000000000000000
FAILURE MODE-ELECTRICAL O TO THE FILTER BEING BROKEN	FAILURE MODE-ELECTRICAL OPEN, BECAME INTERMITTENT DURING VIBRATION TESTING, FAILURE MAS ATTRIBUTED TO THE RED LEAD O THE FILTER BEING BROKEN. THIS LEAD SUPPLIES THE COLLECTOR VOLTAGE FOR 8-3.	BRATION TESTING, FAIL WOLTAGE FOR 8-8.	LURE WAS	ATTRIBUTE	5	THE RED LEAD	
CORRECTIVE ACTION-REDUEST	EBUCETED VENDOR REVIEW BOLDERING AND POTTING TECHNIQUES AND ALSO REVIEW ITS INSPECTION PROCEDURE	TING TECHNIQUES AND	ALSO REVI	N. 871 V3	10346	TON PROCEDURE	
INSTRUMENTATION-A/B TELEMETRY SET AND TRAMSOUC ERS	A-99-24-328UF COMMUTATOR	FAR 87-12673-805	1356	FACTORY	9	YES BENDIX NO	
FAILURE MODE-CONTAMINATION. OSCILLATOR PRESCINCY DRIFTED CAUSED BY COMMUTATOR CONTAMI	FAILURE MODE-COMTAMINATIOM, BUBCARRIER CHANNEL 10 MASTER PULBE DISPLAYED MEGATIVE SPIKING AND SUBCARRIER CHANNEL 6 Becillator presency drifted out of specificatiom, the channel 6 drift was not compirmed, the channel 10 problem was Caused by commutator contaminatiom,	LISE DISPLAYED MEGATI IEL & BRIFT WAS MOT (VE SPIKIN OMFIRMED.	THE CHAN	CARR.	ER CHANNEL O B PROBLEM MAS	
		e paris missa periodo de mario provincio de mario de mar				PAGE 0353	

DIPPICULTIES REVIEW-INSTRUNENTATION SYSTEM-AIRBORNE

	997974	# 11 · · ·						200			
URCE VEHICLE SITE PRI VENDOR NAME	CORRECTIVE ACTION-VENDOR LINE PERSONNEL WERE CAUTIONED ASAINST USING COMUTATOR BRUSHES WITHOUT FIRST CHECKING FOR COSE FISERS,	630305 FACTORY YES MICROMAC NO 12-101-4	SPECIFICATION. THE MACHETIC AMPLIFIER FAILED WHEN FOUND TO BE OPERATING IN A SUBASSEMBLY CALISR WEN IT SHOULD HAVE BEEN CALIBRATED FOR S VOLTS DC. FUNCTIONAL TESTS SHOWED THE UNIT TO BE CALD. OUTPUT. THE FAILURE WAS CAUSED BY FOLLOWING THE MROWG CALISRATION NOTE ON THE BLUEFRINT.	CORRECTIVE ACTION-AN AVO WAS WRITTEN TO THE CALIBRATING GROUP REQUESTING THAT THE PERSONNEL PERFORMING THE CALIBRAT On be extremely careful to use the crarect procedure.	133F PACTORY YES SERVONICS 830305 NO H-75	OPERATION. SPIKING AND DISTORTION OF TO 13 PERCENT OF THE INFORMATION BANDWIDTH OCCURRED. FAIL WIPER LIFTOFF AT RESONANCE DUE TO LOW MIPER CONTACT PRESSURE.	COMRECTIVE ACTION-VCAR 4076-55 WAS MRITTEN REQUESTING THE VENDOR BE INFORMED OF THE FAILURE MODE AND APPROFRIATE GU LITY COHTROL ACTION BE TAKEN DURING MANUFACTURE AND ASSEMBLY TO INSURE PROPER WIPER CONTACT PRESSURE.	135F FACTOTY VES BENDIK 630304 NO	NATIOM, CHAMMEL 13 MASTER PLUSE MAD NESATIVE SPIKING UP TO 100 PERCENT LBM. CHAMMEL 11 HAD VARY OGLEMS WERE CAUSED BY CONTAMINATION IN THE CHAMMEL 11 AND 13 COMMUTATORS.	NDOR LINE PERBONNEL WENE CAUTIONED ABAINST USING COMUTATOR BRUSHES WITHOUT FIRST CHECKING FOR	1970 FACTORY YES
N DIF DATA BOUNCE PART NUMBER	OMED ASAINST URING COMM	FAR 60-07900-017	PLIFIER FFILED WHEN FOU BRATED FOR 8 VOLTS DC. USED BY FOLLOWING THE M	ATING GROUP REQUESTING RE.	FAR 7-01720-5	TION UP TO 13 PERCENT O	ING THE VENDOR BE INFOR	2.4.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.7.	E HAD NEGATIVE SPIKING ATIOM IN THE CHANNEL 11	MED AGAINST USING COMM	FAR 87-11541-013
TEST/REPORT NUMBER FALLED COMPONENT NAME	DR LIME PERSONNEL WERE CAUTS	80-H9-E4-3839-F UC MAGHETIC AMPLIFIER	ECIFICATION. THE MAGHETIC AM HEN IT SHOULD HAVE SEEN CALLI C OUTFUT. THE FAILURE WAS CAI	CORRECTIVE ACTION-AN AVO WAS WRITTEN TO THE CALIBRATIL TON BE EXTREMELY CAREFUL TO USE THE CCARECT PROCEDURE.	A-88-E4-3388F UC TRANBOUCER	OPERATION, SPIKING AND DISTORTION UP TO 13 PERCENT OF THE INF WIPER LIFTOFF AT RESONANCE DUE TO LOW WIPER CONTACT PRESSURE.	4076-63 WAS WRITTEN REQUEST Taken Duriag manufacture am	A-80-24-5279F UC COMMUTATOR	NATION, CHAMHEL 13 MASTER PLUSE HAD IGGLENS WERE CAUSED BY CONTANIMATION	DR LINE PERBONNEL WERE CAUTIO	8F-98-E4-3341-F K OSCILLATOR
avaten aus-avaten	CORRECTIVE ACTION-VENDO	IMSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAILURE MODE-OUT OF SPE ATED FOR E.4 WOLTS DC WA IBRATED FOR E.4 VOLTS DC	CORRECTIVE ACTION-AN AV TON BE EXTREMELY CAREFUL	INSTRUMENTATION-A/B A-99-E4-33 Telemetry set and transduc transducer ers	FAILURE MODE-ERRATIC OF URE MAR ATTRIBUTED TO WI	CONRECTIVE ACTION-VCAR. ALITY CONTROL ACTION BE	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	FAILURE MORE-CONTAHINAT ING MEGATIVE GATE, PROBLI	CORRECTIVE ACTION-YENDOL LOOSE FIBERS.	INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC ERB

FAILURE MODE-OUT OF SPECIFICATION, CHANNEL 4 OSCILLATOR WAS OUT OF ABJUSTMENT AND CHANNEL 15 AND E OSCILLATORS EXIS

**** *** ***

DIFFICULTIES REVIEW-INSTRUMENTATION STATEM-ALRSORME

676 FER 608-878 RR	TEST/REPOST NUMBER	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	# 6 # 6	VEHICLE BITE PRI VENDOR MANF. DATE DIF TIME DIF OWN VENDOR PART NO	
ITEO IMBTABILITT.							
CORRECTIVE ACTION-6D/C INI.	C INITIATED CORRECTIVE ACTION IN WAP MOSDOGO ISSUED TO REFLACE THE ROUND BENDIX TELEMETRY CANI GHT BENDIX TELEMETRY PACKAGE WHICH UTILIZES A MORE RELIABLE OSCILLATOR.	ISDOSO ISSUED TO REF. LIZES A MORE RELIABL	LACE THE	ROUND BEN	Š X	ELEMETRY CANS	
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMBBUC C.	H6-B8-R4-MB32P CALLERATOR-TRANSISTOR	7 A 28 27 - 100 20 5 - 1	1300 \$50304	FACTORY	1	TEB TEXAB INSTRUME NO NTS	***
FAILURE MODE-OUT OF TOLERANCE. EXPECTED IN TELEPAK RT-12290-013 TOLERANCE, REPLACEMENT OF THESE MICH IS NOMINAL, THE FAILURE OF	OLERANCE, PREFLIGHTCALIBRATUR OPERATING FOR 14.5 BECONDS WHERE 23 PLUS OR MINUS 10 SECONDS 18 -12290-615, Examination of the Calibrator Showed R2, C1, and 62 to BE Low in Value But within f of these componentd with units with nominal values brought the operating time to 20 seconds 1 'Ailure of the Preflight Calibrator was due to a Buildup of Tolerances.	FOR 34.5 SECONDS NOT SHOWED RE, C1. A MINAL VALUES BROUGH DUE TO A BUILDUF OF	MERE 23 P IND 02 TO ST THE OPE TOLERANC	LUS OR MI BE LOW IN RATING TI	WALL WALL	MINUS 10 SECONDS IS IN VALUE BUT WITHIN TIME TO ED SECONDS W	
CORRECTIVE ACTION-RAR H6-9; R91-1) CIRCUIT, RE-EVALUATIO ANCES,	PHE-98-84-3726 MAS WRITEN RESUESTING A WORST CASE AMALYSIS OF THE PREFLIGHT CALISRATOR (27-12 ILUATION IN THE SELECTION OF COMPONENT HOLER AND A TIGHTENING OF THE INDIVIDUAL COMPONENT HOLER	I WORST CASE AMALYSI USED AND A TICHTEMI	S OF THE	PREFLIGHT	יאר נג	BRATOR (27-12 MPONENT TOLER	
INSTRUMENTATION-A/B AT TELEMETRY SET AND TRANSDUC C. ERS.	AKE3-0003-1300/FC-CO-03-0000-022 CALIBRATOR	COMPOST TE-FACTORY	1300 83030#		u g		1.000 0.000
FAILURE MODE-FAIL BURING OF	FAILURE MODE-FAIL DURING OPERATION. THE PREFLIGHT CALIBRATION DURATION MAS LEAS THAN 15 SECOND WINIMUM ALLONED. SYSTEM EFFECT-OPERATION 3TOP PRENATURELY.	M DURATION WAS LESS	THAM 18	RECORD NI	5 I N	ALLOWED.	
VEHICLE EFFECT-COMPOSITE RI CORRECTIVE ACTION-THE TELEI	Vehicle effect-composite re-scheduled, systems level and composite retesting required. Corrective action—the telepak was replaced.	POSITE RETESTING RE	.eutago.				
INSTRUMENTATION-A/B TELEMETHY SET AND YRAMSDUC TI	AX63-0003-135F/FC-CO-01-0011-081	COMPOST TE-FACTORY 27-12572-845	135F	and a state of the	2 2	YES BENDIK No	
FAILURE MODE-FAIL DURING OF	FAILURE MOCE-FAIL DURING OPERATION. BANDWIDTH OF RPE CHANNEL 11 ATTENUATED MMEM BHSTAINER AND VERNIER CUTOFF DIBCRE Es mere actuated, also spiring was observed om the negative gate of channel 13 caused by Failure of RF 2.	. 11 ATYENUATED WAEH GATE OF CHANNEL 18	CAUSTAINE	R AND VEN	2	CUTOFF DISCRE	
VEHICLE EFFECT-COMPOSITE RE	ITE RESCHEDULED. SYSTEM AND COMPOSITE RETEST RESULRED.	STEST RESUIRED.					
CORRECTIVE ACITOM-TELEMETER OMFORETE RETERT.	CORRECTIVE ACTION-TELEMETER & RADIO PREDUENCY AIRBORNE PACKASE WAS REPLACED. FROFER OFERATION WAS VERIFIED DURING C MFOSITE RETEST.	SE WAS REFLACED. FR	OPER OPER	ATION WA	AC .	FIED DURING C	
					1	PASE 0388	

1961 NOT 11

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBOANE

BYBTEN BUB-BYETEN	TERTZEFORT HUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF TI	11 ME 01F	PRI VENDOR HANE OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	B AX63-DGOS-138F/FC-CO-01-DG11-D31 TRANSDUC TLM CANISTER	COMPOSITE-FACTORY 87-18480-8	135F 630301		7£8 80	9
FAILURE WOOK-ERRATIC OFERATION. THROUGHOUT THE TEST. EXACT CAUSE	FAILURE WODE-ERRATIC OPERATION, NEGATIVE GATE REGHENT 4 OF RP NO. 3 CHANNEL A INDICATED 12 PER CENT IBW VARIATIONS THROUGHOUT THE TEST. EXACT CAUSE OF FAILURE WAS NOT DETERMINED.	RF NO. 1 CHANNEL A	INDICATED 12	PER CE	IT IBM VARIATIONS	
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RESCHEDULED. COMPOSITE METEST RESULKED.	IRED.				
CORRECTIVE ACTION-NEGATIVE CONSIDERED ACCEPTABLE.	CORRECTIVE ACTION-NEGATIVE VARIATIONS COULD NOT BE DUPLICATED AND DID NOT RECUR DURING SUBSEQUENT TESTING. RF Comsidered acceptable.	ED AND DID MOT RECU	E DURING BUR	EGUENT	TESTING. RF 1 WAS	
INSTRUMENTATION-A/B TELEM-TRY BET AND TRANSDUC ERB	AX83-0003-1387/FC-CO-03-0011-081 TRANSMITTER	COMPOSITE-FACTORY 87-18573-895	135F FA	FACTORY	YES BENDIX NO	****
FAILURE MODE-ERRATIC OFEI	FAILURE MODE-ERRATIC OPERATION, RF MO. 3 CHANNEL 10 OPERATED INTERMITTENTLY THROUGHOUT THE TEST. BYSTEM EFFECT-INFROPER AMALOG BIGMALS, RF3 CHIO WOULD BE INTERMITTANT.	D INTERMITTEMTLY THI TERMITTANT.	POUGHOUT THE	TE3T.		-
VEHICLE EFFECT-COMPOSITE I	VEHICLE EFFECT-COMPOSITE RESCHEDULED. SYSTEM AND COMPOSITE RETEST REGUIRED. Corrective action-rfs was replaced. Proper operation was verified during composite retest.	RETEST REGULRED. RIFLED DURING COMPON	BITE RETEST.		٠.	·
INSTRUKENTATIOM-A/B VELENETRY SET AND TRANSCUC ERS	A-99-24-3488-F COMMUTATOR-MOTOR	PAR	630301 FAC	FACTORY	YES BENDIX-HONTROS HO E 1086485-45	*****
FAILURE MODE-OUT OF TOLERANCE THESE FAILURES MERE COMFIRMED.	OF TOLERANCE. FIVE MOTORS MERE REJECTED FOR HIGH SPEED, LOM SPEED AND PAILURE TO OPERATE, NOME IE COMFIRMED,	R HIGH SPEED, LOW BI	TEED AND FALL	URE TO	OPERATE. NOME OF	
CORRECTIVE ACTION-MOME. 1	THE FAILURED WERE NOT CONFIRMED.					
INSTRUMENTATION—A/B TELEMETRY BET AND TRANSOUC ERS	A-98-R4-3288-F Telemetry Tape Recorder	FAR	134F 630226		YES APPLIED MAGNET NO ICS 410-001	,
FAILURE MODE-FAILED DURIN MAS MOT PRODUCING A YOROUG ME TAPE 18 STOPPED.	PAILURE WODE-FAILED DURING OPERATION, DURING CHECK-OUT, THE TAPE RECORDER MAD ZERO OUTPUT. THE TAPE RECOPDER MOTOR LA MOT PRODUCING A TORDUE BUFFICIENT TO TURN THE TAPE, THE TAPE ADHERES TO THE RECORD AND TRANSHITTING MEADS WHEN LE TAPE IS STOPPED.	TAPE RECORDER HAD STAFE ADHERES TO THE	RECORD AND	THE TAI	E RECOPDER HOTOR TIME HEADS WHEN T	

11 JUN 1168

	AHE RT NO	EV AR CREAT			T OTH	890392	# #	. K	L. UA 897823	URENE	E .	
	VENDOR PART NO	POWER. THE		TelbE of	KBTED THA	BOURNS 42011-0-100-75	IE COULD N	TRANSDUC	ELGIN MATL. WA TCH CO.	OHM. MEABUREME CONTACTS WHICH	HAMOSEALI FAILURE.	
	PRI	THE .	2 5	MC 4 OF	B REGU	2 A	7A1CM	1-17PE	45 OF	2 0 W	ž o	•
	SITE TINE DIF	HOTOR O	ar z	TAEGUE	AE 11 WA	I	C DATA.	GE 0# 70	PACTORY	FIED AT BOTH BE	ED DURIN	
INBORNE	VEHICLE DATE DIF	E DRIVING	******	THE CENTE	E, THEREFO	\$3025	NG ERRATION TO 4 GR.	NTACT FOR	1390 \$30227	Y 18 SPEC	ES OCCURRI	
RUMENTATION SYSTEM"A	DIF DATA SOURCE PART NUMBER	ERTER TO INCREASE TH ROLLER AND PRESSURE OM.	FAR E7-12762-903	ERRATIC CUTPUT AND	T CONFIRM THE FAILUR AILURE INDICATED: BE	74.8 87-01848-7	DUCER WAS TRANSMITTI E MAD ONLY & GRAMS (AND MEASURING THE CO	FAR R7-11560-2	1 AND 18 OF THE RELA CTEU BHALL BOLDER SP	AT THE BOLDER SPLASH INDUCTION SEALING EL	
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	TEST/REPORT NUMBER FAILED COMPONENT NAME	CORRECTIVE ACTION-THE VENDOR 18 INSTALLING A DIFFERENT INVERTER TO INCREASE THE DRIVING MOTOR OUTPUT POWER. THEY AR E increasing the pressure between the magnetic tape driving roller and pressure roller permitting the motor to creat E sufficient force to free the tape from an adhered compition.	NZ-9D-84-3891-F TLK CAMISTER	C OPERATION. WIR TEST RESULTS INDICATED ERRATIC QUIPUT AND THE CENTER FRESUENCY OUTSIDE OF SPECI	CORRECTIVE ACTION-FUNCTIONAL TESTING OF THE TELEPAR DID NOT CONFIRM THE FAILURE,THEREFORE IT WAS RESUESTED THAT OTH ER CIRCUITS ALSOCIATED WITH TELEPAR, THAT COULD CAUSE THE FAILURE INDICATED! BE CHECKED.	CT-88-R4-138F PRESSURE TANNSDUCER	FAILURE MODE-ERRATIC OFERATION. CE LME PUMP PRESSURE TRANSDUCER MAS TRANSMITTING ERRATIC DATA. FAILURE COULD MOT SE Compirmed in Lab. Homever, potentiometer wiper arm pressure had only & grans (\$ TO 4 grans Hormal).	CORRECTIVE ACTION-VENDOR TO REVIEW PROCEDURES FOR BETTING AND MEASURING THE CONTACT FORCE ON POT-TYPE TRANSDUCERS A D "DHERE TO PROCEDURES, REF, VENDOR CORRECTIVE ACTION REQUEST 3502-63.	A-89-24-5836-F RELAT	FAILURE MODE-FLECTRICAL OPEN. THE RESISTANCE BETWEEN PINS 1 AND 12 OF THE RELAT 18 SPECIFIED AT 10 K OMM. MEASUREME It indicated an open circuit. Examination of the relat detected shall bolder splashes on Both bets of contacts which Interperred with mothal operation of the relat	CORRECTIVE ACTION-THE VENDOR WAS CONTACTED AND REPORTED THAT THE BOLDER SPLASHES OCCURRED DURING THE NAMOSEALING PR CESS AND THAT THE METHOD OF SEALING RELAYS WAS CHANGED TO INDUCTION SEALING ELIMINATING THIS TYPE OF PAILURE.	
**** 207 **	8787EH 809-878TEH	CORRECTIVE ACTION-THE VEN E INCREABING THE PRESSURE E SUFFICIENT FORCE TO FREE	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAILURE MODE-ERRATIC OPER FICATION LIMITS.	CORRECTIVE ACTION-FUNCTION	INSTRUMENTATION-A/8 CT-88-E4-158F TELEMETRY BET AND TRANSOUC PRESSURE TRANSOUCER ERS	FAILURE MODE-ERRATIC OFER CONFIRMED IN LAB. HOMEVER	CORRECTIVE ACTION-VENDOR ND SPHERE TO PROCEDURER. R	INSTRUCENTATION-A/B TELEMETRY BET AND TRANSDUC	FAILURE MODE-FLECTRICAL OPEN. THE RESISTANCE BY MY INDICATED AN OPEN CIRCUIT. EXAMINATION OF THE INTERFERRED WITH MORMAL OPERATION OF THE RELAY	CORECTIVE ACTION-THE VENDOR WAS CONTACTED OCESS AND THAT THE METHOD OF SEALING RELAYS	

**** **** ***

	OIFFICULTIES SEVIEW-INSTRUMENTATION STRIEM-AIRBORNE	TRUMENTATION STREET	IRBORNE				1
BUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE TIME DIF	PRIO	SITE PRE VENDOR MANE TIME DIF OTH VENDOR PART NO	r
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	A-88-24-34-8F RADIOFREGUENCY AMPLIFIER	7 AR 87-01889	430427	FACTORY	7£6 8	YEB BENDIK PACIFIC HO	****
AILUME MODE-CUT OF	RPECIFICATION. LOW POWER OUTPUT AT OPTIMUN TRANSMITTIMS PRESUENCY. FAILURE MAS MOT CONFIRMED.	TRANSMITTERS TR	KBUENCY. F	ATLUME WA	# #O#	CONFIRMED.	
CORRECTIVE ACTION-HOME.							
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	A-99-E4-336G-F TRAMBVERTER ABBENGLY-DIOOK	FAR 87-18894-8	650887	FACTORY	40		***************************************
FAILURE MODE-OUT OF TOLERANCE. VOLTA WAS ATTRIBUTED TO POTTIMG TECHNIGUES.	TOLERANCE, VOLTAGE DEVELOPED BY ZEMER DIODE WAS LOM. GLARS ON DIODE WAS DAMAGED POSSIBLE CAUSE. Time techniques.	DIODE WAS LOW. GLANS	300 E	WAB DANAS	2 3	BAIBLE CAUSE	
CORRECTIVE ACTION-RECONME ACE TO DIODES.	CORRECTIVE ACTION-RECOMMENDATIONS WERE MADE BY PAILUME ANALYSIS TO WODIFY POTTIMG PROCESSES TO PREVENT POSSISLE DAM SE TO DIODES.	ALVSIS TO MODIFY POTT	ING PROCES	SES TO PR	CVENT	POSSIBLE DAM	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAR-NZ-99-24-URSS PRESSURE TRANSOUTER	7.72 27-0.266-20	£00-0 630227	FACTORY	9 0	86RYON1C 841A-60-78	*0.40*
FAILURE MODE-OUT OF EXPEC. IT WAS REPORTEDLY FAILED	ERPECTEDTEST VALUE. THE TRANGDUCER, DESIGNATED MEASUMEMENT PROP, BENSES THRUST CHAMBER PRESSURE Ailed when the Tape indicated moise.	ESISNATEO MEASUNENENT	7007. OER	BES THRUS	T CHA	SER PRESSURE	
CONNECTIVE ACTION-WOME, FAILURE NOT CONFIRMED.	FAILURE MOT COWIRMED.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC CRS	A-99-24-3347-F AMPLIFICR	FAN 87-01444-8	436	FACTORY	4 6 A	AEC 340-4-10	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-OUT OF SPECII	SPECIFICATION. DURING BENCH YEST: & AMPLIFIERS EXIBITED MOISE IN EXCESS OF SPECIFICATION LIMITS	WPLIFIERS EXIBITED MO	19E 10 EXC	\$ **	110	SATION LINITS	
CORRECTIVE ACTION-THE VENDOR MAS MO E ASTURNED TO THE VENDOR FOR REMORK.	CORRECTIVE ACTION-THE VENDOR MAS MOTIFIED OF THE FAILURE TO COMPLY TO MIL-1-2865DG. ALL AVAILABLE AEC AMPLIFIERS WER ACTURNED TO THE VENDOM FOR REWORK.	TO COMPLY TO MIL-1-86	100. ALL A	VAILABLE	V V	PLIFIERS WER	
						PACE 0330	

**** ***	DIFFICULTIES REVIEW-INSTRUMENTATION STSTEM-AIRSORMS	UNENTATION SYSTEM'S	1 RB OR MC				
BYATER BUG	TESTARFORT HUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE DATE DIF	817E 71ME 01F	PRI VEN	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS.	P1-6CO-02-134 TLE CANIDIER-TRANSMITTER	COMPOSITE-J PACT	1347	ETA	2 S		***
FAILURE MODE-OUT OF TOLER C LEVEL MAS VERY LOM.	TOLERANCE, MFS CAUSED INTERFERENCE ON RPIAND DATA FROM RP4 PACKASE WAS EXTREMELY MOISY AND SFOR	PAAND DATA FROM RF4	PACKAGE W	AB EXTREM	igr.4 #01	BY AMD STOR	
STATEM EFFECT-IMPROPER AN	SYSTEM EFFECT-IMPROPER ANALOG BIGNALS. INTERFERENCE OBSERVED OM RFS DATA, RF4 DATA UNUSABLE.	D OM NES DATA. RF4	DATA UNUSA				
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-REPLACE IMPERIMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	HEPLACED BYS PACKASE. CT-JA-K4-131-P INSDUC PRESSURE TRANSDUCER	FAR 88-01110-8	630283	FACTORY	VEB COL	COLVIN 401-D-15-75	# # # # # # # # # # # # # # # # # # #
FAILURE MODE-STRUCTURAL, IPER ARN MEAR OF THE WINDI	FAILURE MODE-STRUCTURAL, LOW OUTPUT VOLTAGE DUE TO A SCRATCH ON THE PESISTANCE MANDREL MINDING ALLOWING EXCESSIVE M PER ARM MEAR OF THE WINDINGS AND RESULTING SHORT CIRCUITED TURNS,	H ON THE PEBIBTANCE TURNS,	MANDREL W	TND ING AL	LOWING	EXCESSIVE W	
CORRECTIVE ACTION-ALERTIN	CORRECTIVE ACTION-ALERTING THE VENDOR OF THIS QUALITY DISCREPANCY AND REQUESTING HIS IMPROVED INSPECTION TECHNIQUES	EPANCY AND REDUCBTI	. HIS 114	ROVED INS	PECT10#	TECHNIQUES	
INSTRUMENTATION-A/G TELEMETRY BET AND TRANSOUCERS	A-88-E4-3513-F TLM CANISTER/OSCILLATOR	FAR 27-12572-245	1356	FACTORY	7C8 BEN	YES BENDIX-PACIFIC NO	
FAILURE MODE-OUT OF TOLER CTED. POBSIBLE CAUSE OF FA	TOLERANCE, CHANNEL A BUBCARRIER OSCILLATOR INDICATED 15 PERCENT 18M WHEN 50 PERCENT 18M IS EXPE Of Pailure due to aging during prolonged non-use,	TOR INDICATED 18 PE D NOM-USE,	NCENT 18W	MEN SO	ERCENT	18W 18 EXPE	
CORRECTIVE ACTION-IN VIEW TIVE ACTION TAKEN.	M VIEW OF COST INVOLVED IT IS NOT ADVISEABLE TO PROCESS ANY CHANGE TO THE OSCILLATORS. NO	ABLE TO PROCESS ANY	CHANGE TO	THE 08CI	LLATORS	. NO CORREC	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	A-88-E4-WWGU	FAR 7-01723-11	620069	FACTORY	VES 80U	#00%%% 440%%-0-80-49%	
FAILURE MODE-CONTANIMATION. TO THE WIPER ARM LIFTING OFF TRIBUTED TO THE FAILURE.	IMATIOM, OUTPUT WAS OPEN AT TWO PRESSURE POINTS. OPENING OF THE ELECTRICAL OUTPUT IS ATTRIBUTED IING OFF THE MAMDRELL WHEN IT PASSED OVER CONTAMINANTS OM THE MAMDREL. LOW WIPER ARM TENSION COM UME.	POINTS. OPENING OF R CONTABINANTS ON T	THE ELECT HE MANDREL	FICAL OUT	81 TO 8	ATTRIBUTED TENSION COM	
						PAGE 0358	

**** ****

8787EH 808-8787EH	TEST/REPORT NUMBER DIF DATA SOURCE VEHICL FAILED COMPONENT NAME PART NUMBER DATE D	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	11 ME 01F	9 0 2 T	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-THZ WIP	WIPER TENSION IS NOW SET AT S PLUS OR MINUS 1/2 GRAM, THE ELEMENT CLEANING PROCESS HAS BEEN SLAST AND A DISTILLED WATER RINSE.	MINUS 1/2 SHAM. TY	1E ELEMENT	CLEANING	PROCE	BS HAS BEEN C	:
IMBIRUMENTATSON-A/B TELEMETRY SET AND TRANSDUC	A-88-84-3348-F AWPLIFIER-CAPACITOR	7AR .17-01444-3	2100 630223	FACTORY	\$ \$	RIMETICS.	:
FAILURE MODE-FAIL DURING FAILED IN BOTH SECTIONS OF CORRECTIVE ACTION-TET 395	M-AMPLIFIER FAILE	UPON EXAMINATION I OVER VOLTAGE FROM FOR FURTHER USE UN	THE C-B CAP THE TEST &	AC1708 AP	- CC - CR - I RCUI	14 DIODE HAD T HAD BEEN RE	
DESIGNED TO PREVENT RECUR INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS.	URENCE OF THIS WOLL OF FAILURE. BP-99-24-4173-F UC OSCILLATOR	7AR 7-01488-887	630221	FACTORY	4 E &	YES BENDIK No	
FAILURE MODE-FAIL DURING ABJUSTMENT IMOPERATIVE. TY CORRECTIVE ACTION-NO CODE	NG CPERATION. THE VOLTAGE-CONTROLLED COCILLATOR HAD TOO HIGH A FREQUENCY AND A POTENTIONETER. THE FAILURES HERE NOT CONFIRMED. ORBECTIVE ACTION TAKEN.	CACILLATOR HAD 700	1011 4 1011	BUCKE A	€ ∢	OTENTIONCTER	
IMATRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FAR-A-9D-E4-3437 ACCLEROMETER TRANSOUCER	FAR 7-01413-3	#4E #50222	0477-1	10	BORG-WARP ER 9747-8	
FAILURE MODE-ELECTRICAL 4 . A PEATER LEAD WIRE EXTER RIME.	FAILURE MODE-ELECTRICAL SHORT. THE TRANSDUCER FAILED WHEN A SHORT CIRCUIT TO GROUND WITHIN THE TRANSDUCER WAS FOUND . A MEATER LEAD WIRE EXTENDED THRU THE SOLDER LUG TO CONTACT THE GROUNDED CASE, FAILURE WAS THE RESULT OF POOR SCLDE RING.	BHORT CIRCUIT TO 4 THE GROUNDED CARE,	GROUND WITH	IN THE THE RI	TANSOU CBULT	OF POOR BOLDE	
CORRECTIVE ACTION-THE VEH	VEHDOR INSTITUTED TOTAL &C PROCEDURES TO ALLEVIATE POOR WORRNANSHIP OR MISSED OPERATIONS.	TO ALLEVIATE POOR	WORRHANDH?	P OR HIBI	ED OF	ERATIONS.	·
IMETRUMENTATION-A/B TELEMETAT BET AND TRANDOUC ERB	A-98-14-179-F CAPLE-BHIELDED	FAR 27-61826-817	134-F 630219	GTR	VE\$ 60/C	5/0	
ALLURE MODE-BHOMY (ELECT	FAILURE MODE-BHORT (ELECT). INBULATION REBIBTANCE WAS FOUND TO BE 3800 MESOHNS AT 800 V. D. C.	TO BE BEOD MECOHMI	. AT 600 V.				
						PASE 0380	

18 JUN 1866

CONTRACT OF TRACE

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE.

						Annual Control of the last of	
8787EW 8U6-8787EW	TEST REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	SITE TIME OIF	A TO	VENDOR MANE ENDOR PART NO	
CORRECTIVE ACTION-HONG-PA	HONE-FAILURE MAS NOT CONFIRMED.	- Administration of the control of t				-	•
HSTRUMENTATION-A/B A-88-EA-3ES FLEMETRY SET AND TRINSDUC DEMODULATOR	A-86-81-3637-F DEWODULATOR	FAR 87-12077-13		FACTORY	YES CONVAIR NO ET-1EGT	COMVA1# 27-12077-13	
FAILURE MODE-OUT OF TOLERANCE, CYANNEL & GAIN L HOURS AT 130 DGF, FUNCTIONAL FERR SHOWED THE BS. THE DEMODULATOR EXHIBITED POOR TEHERATURE AT THE BAKING PERIOD MAY CAUSE A SHIFT IN GAIH. CORRECTIVE ACTION—BAR A—BS—BA—BYBN MAS ISSUED	F TOLERANCE, CHANNEL B GAIN MAB TOO LOW AFTER POTTING. THE UNIT IS BAKED AFTER POTTING FOR SEVERA FUNCTIONAL FESTS SHOWED THE GAIN TO BE 1.JS WHEN THE SPECIFICATION CALLS 1.500 PLUS OR MINUS D.O. EXHIBITED POOR TENFERATURE STABILITY AND REFEATABILITY. THE TEMPERATURE SENSITIVITY INDICATES THE MAY CAUSE A SHIFT IN GAIN.	AFTER POTTING. THE U.S. MAEN THE SPECIF D. REPEATABILITY. THE TIGHTER PREPOTTING	NIT IS BAF ICATION CA TEMPERATU TOLERANCES	ED AFTER LLB 5.500 MC SEMBII	POTTING PO PLUS ON 1 TATTY IND:	OR BEVERA	
	HZ-83-E4-5302F PREBAUME TRANSDUCER	7 A X 8 1 - 0 h 4 6 - 3 6	2000 63021#	FACTORY	YES SERVOHICS NO N-17E-S	******	200
FAILURE MODE-STRUCTURAL. AUSED BY THE WIFER ELENCHT F THE MINDI'S LOGGED BETHE CORRECTIVE ACTION-MONE.	FAILURE MODE-STRUCTURAL. THE CUTPUT WAS & PERCENT LOW, AND EXCESSIVE STIKING WAS GRAERVED. TRANSDUCER FAILURE WAS THE WIPER ELEMENT. THE ELEMENT WAS SCRATCHED, AND CAUSED EXCESS WEAR ON THE RESISTANCE MINDING. PARTICLES THE WINDING LOGGED BETWEEN THE TURNS AND SHORTED IT OUT.	EXCESSIVE STRING V CAUSED EXCESS WEAR O	AS OBSCRUT N THE RESI	D. TRAMBE STANCE WI	NDING. PAIL	HICLES O	
HASTRUMENTATION-A/B FLEMETRY BET AND TRANSOUCERS	CT-89-E4-093-F POMER CHANGEOVER BWITCH	FAR 7-01722-3	630210	FACTORY	YES KINETICS NO M-172-4	5 7	60100
FAILURE MODE-OFEN (ELECTM H EKCEBBIVE APPLICATION OF	IELECTRICAL). HIGH CONTACT RESISTANCE BETWEEN CONTACTS PI-PR, PS-PSAND PS-PS. THE FAILURE MAS FRO Tion of Silicone Contact Lubricant.	TMEEN CONTACTS P1-P2	¥ 4 8 4		HE TAILUM	E WAS PRO	
CORRECTIVE ACTION-THE YEN NUANCE OF THE LUBRICANT.	COMMECTIVE ACTION-THE YENDOM WAS INFORMED OF THE DISCREFANCY AND ITS CAUSE. THE VEWDOR ADVISED 60/C OF THE DISCONT! Wance of the Ludbicant.	IY AND ITS CAUSE, TH	E VENOOR A	0418CD 60	INC OF THE	DISCONTI	
HSTRUMENTATION-A/B FREEMETAY BET AND TRANSOUC RS	CT-58-21-120-P Differential Pressure Transoucer	FAR 87-01807-3	4160	ETH-36A	YES BOURHS	\$000 HB 600 B 70 B	·····
FAILURE MODE-CONTAMINATIO MOT MAKING CONTACT WITH TH	FAILURE MODE-COMTAMINATIOM, ELECTRICAL OPEM CIRCUIT BETWEEN PINS B TO C AND A TO C. ATTRIBUTED TO THE PRESSURE TAP Of making contact with the resistance element at Pin C.	STAR B TO C AND A	70 C. ATH	18 UTCD T4	THE PRES	FURE TAP	
alitan paja minimi malambara - n-may a pada antigra antiv-n-maja distributa para antigra de managrap	A principal spiles spiles so the south publishing up a secretarion spices of south south south south south so	Tribbinis derivation des l'estre de la constitute de la c				PAGE GRAIL	

**** *** **

DIFFICULTIES REVIEW-INSTRUMENTATION STRUMAINBORNE

SUB-BYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART MUMBER	VEHICLE DATE DIF	TIME DIF OTH	===	VEHICLE BITE PRI VENDOR PART NO	
CORRECTLYE ACTION-IT MAB- HE ON THE BTAKING COMPOUN	CORRECTIVE ACTION-IT WAS RECOMMENDED THAT THE PRESSURE TAP BE SOLDERED TO THE RESISTIVE ELEMENT, RATHER THAN DEPEND THE ON THE BTARING COMPOUND NOW USED.	BE SOLDERED TO THE	REBISTIVE	ELEMENT,	RA THE	R THAN DEPEND	
INSTRUMENTATION-A/B TELEMETIT BET AND TRANSOUC ERB	F1-6CO-01-134 TAPE RECORDER	COMPOSITE-B FACT B7-G1957-1	134#	=	9 0	YES APP. MAG. CORP NO .	***************************************
AIL DURING	FAILURE MODE-FAIL DURING OPERATION. THE TAPE IN THE RF4 TIME TRANSPOSITION TELEMETRY PACKAGE MAS NOT TURNING ON THE Transport.	E TRANSPOSITION TEL	ENETRY PAC	KAGE WAS	101	UCHING ON THE	
OPERATION D	SYSTEM EFFECT-OFERATION DOES NOT START. DATA NOT RECEIVED SINCE TAPE IN RF4 PACKAGE WAS NOT TURNING ON THE TRANSPOR	INCE TAPE IN RF4 PA	CRASE WAS	HOT TURNS	ğ	THE TRANSFOR	
VENICLE EFFECT-MOME. CORMECTIVE ACTIOM-TAPE LA	VEHICLE EFFECT-MOME. Corrective action-tape lapstan was adjusted after the test.						
INSTITUTER ATTOM-A/B TELEMETRY ACT AND TRANSOUC	INSTRUMENTATION-AZE CT-90-E4-EGS TELEMETRY ACT AND TRANSDUC IN-FLIGHT CALIBRATOR	TAR.	1160	ETA	VT\$ 60/C	5/0	911970
FAILURE MOCE-OUT OF SPECT PULSES OMLY WHEM ALTERNAT TIME DURING THE AMALYSIS	FAILURE MOCE-OUT OF SPECIFICATION, IM-FLIGHT CALIGRATOR REPORTED TO HAVE FAILED WIEM THE CALIBRATOR SHOWED POSITIVE PULSES OHLY WHEM ALTERNATE POSITIVE AND NEGATIVE PULSES WERE EXPECTED. THE REPORTED FAILURE MAS NOT COMFIRMED, AT M O TIME DURING THE AMALYSIS DID THE IM-FLIGHT CALISRATOR MALFUNCTION.	REPORTED TO HAVE FAILED NERE EXPECTED. THE REP MALFUNCTION.	D WHEN THE	CALIBRAT URE WAS W	8 P	OMED POSITIVE MFIRMED. AT M	
CORSICTIVE ACTION—FAILURE OF THIS ANALYSIS.	AILURE NOI C'AMTRIKED. THY BANCAP 7-418 MAI BENT TO ETR INFORMING THEIR PEHBONNEL OF THE RESULTS	A.3 BENT TO ETH INFO	RMING THES	M PEHBOMM	נו פ	THE RESULTS	
INSTRUMENTATION-A/B TELEMETRY BLT AND THANSOUC ERB	(probe-74-2295-7 Comulato:	FAR 44-1887-818	12069 630618	FACTORY	04 8 8 3 A	YES SENDIX-PACIFIC NO	
FAILURE INDE-FAIL DURING OF COMMUNATOR FAILURE.	FAILURE INDE-FAIL DURING OFERATION, CHAMMELS A AMD C HAD MO COMMUTATION DURING FACTORY CHECK OUT, FAILURE WAS DUE . COMMUTATOR FAILURE,	COMMUTATION DURING	FACTORY C	HECK OUT.	1	URE WAS DUE 1	

4

CORRECTIVE ACTION-THE COMMUTATOR MOTORS ANE BEING REMOVED FROM STOCK AND ANOTHER MOTOR WILL HE USED.

PAGE 0388

****	DIFFICULTIES REVIEW-INSTRUMENTATION STATEM-AIRBORNE	MENTATION SYSTEM'S	IRBORNE			,
SYSTEM SUS-SYSTEM	TABT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF		PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-88-84-3481-F BENCOULATOR	FAR 87-12367-601	******	2 0	3/09	***
FAILURE MODE-OUT OF TOLE.	OF TOLERANCE- THE OUTPUT HOIDE LEVEL FROM THE DEMODULATOR WAS MORE THAN THE MAXIMUM SPECIFICATION DOCUMENT ET-DIEDS ALLOWED A LARGER HOIDE LEVEL TOLERANCE THAN THE EOP	THE DEM-DULATOR MAB LARGER NOISE LEVEL	MORE THAN THE FOLERANCE THAN	MAXIHUM THE EOP	MAXIMUM SPECIFIED IN E THE EOP CALLED OUT.	
CORRECTIVE ACTION-THE EQ	-THE EOF HOISE LEVEL REQUIREMENT WAS FOUND TO BE INCORRECT. THE DESIGN GROUP WAS REQUESTED TO HAVE HEED TO AVE	TO BE INCORRECT. T RT-UIZES.	HE DEBIGH GROW	WAS RE	QUESTED TO HAVE	
INSTRIMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	#2-80-84-5488-F	FAR 87-18768-801	1660 WTR 630814	4 OF	WE BENDIK FACIFIC	\ ************************************
FAILURE MODE-COMTANINATE CHANNEL C. EXAMINATION R	FAILURE HODE-CONTANINATION. THE TELEMETRY PACKAGE FAILED DUE TO LOW OUTPUT POWER, OUT OF FREBUEMCY, AND INOPERATIVE Channel C. Examination revealed water had entered the package. The package was corroded internally.	E TO LOW OUTPUT POW EE. THE PACKAGE MAS	ER, OUT OF FREI CORRODED INTEL	DUCHCY.	AMD INOPERATIVE	
CORRECTIVE ACTION-HAR NZ	CORRECTIVE ACTION-HAR NZ-90-24-3835 R.GUESTFD THAT THE TELEMETRY PACKAGE BE MOISTURE SEALED. RAR NZ-80-24-3917 RECO Wended Chances to be incorporated in the Transmitter Tuning Procedure.	METRY PACKAGE BE MO PROCEDURE.	ISTURE BEALED.	RAR NG-	80-24-3917 RECO	-
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	A-98-24-3213F	FAR R7-01657-1	134F FACTORY 630214		YES APPLIED MAGHEY NO ICS 410001	
FAILURE WOOE-FAIL DURING AND TRANSMITTING HEADS.	DURING OPERATIOM. ZENO OUTPUT, FAILURE WAS CAUSED BY THE MACHETIC TAPE ADHERING TO THE RECORDING EADS.	S CAUSED BY THE MAG	NETIC TAPE ADH	RING TO	THE RECORDING	
CORRECTIVE ACTION-ENGINE OR TO CREATE BUFFICIENT F	CORRECTIVE ACTION-ENGINEERING CHANGE NOTICE 175999 WAS ISSUED DOCUMENTING THE INCREASING OF MOTOR POWER BY THE VEND OR TO CREATE SUFFICIENT FORCE ON THE TAPE TO FREE IT FROM ADHERANCE TO THE RECONDER AND TRANSMITTING NEADS. PRESENT STOCK TO BE RETURNED TO THE VENDOR ON AN AS-FAILED BASIS TO INCORPORATE THESE CHANGES.	ED DOCUMENTI WE THE HERANCE TO THE VECO INCORPORATE: THERE C	INCREABING OF RDEN AND TRANS HANGES.	*OTOR *C	MEADS. PRESENT	
INSTRUMENTATION-A/S TELEMETRY SET AND TRANSDUC- ERS	A-99-E4-5320-F CIRCUIT BOARC	# - # # # # # # # # # # # # # # # # # #	#30E14 SD-FAC	9 9	3/09	

e general

FAILURE MODE-UNIT WAS OUT OF SPECIFICATION. THE OUTPUT VOLTAGE WAS NOT WITHIN SPECIFICATION. FAILURE ANALYSIS DID N OF COMPIRM THE FAILURE, INVESTIGATION REVEALED THAT A FAULTY DIGITAL VOLTHETER CAUSED THE UNIT TO BE REJECTED.

PAGE 0303

	3
2	BINIBIO
	COMVAIR

SVSTE.	TEST/REPORT NUMBER FALLED COMPONENT MAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	TIME DIF	# 10 # # 10	VENDOR HAME VENDOR PART NO		
CORRECTIVE ACTION-THE FAU	THE FAULTY VOLTHETER WAS REPLACED.	A.B. Annializative general perfectionment in the separation of the					*****	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS.	T)-128	FAR	630834 P	FACTORY	7 02	YES UNITED ELECTRO NO OTNAMICS 14384-6	031870	
FAILURE MOCE-FAILED TO OPERATE MALFUNCTIONED, THE BMITCH ACTUAT TACT OPERATION.	D TO OPERATE AT PRESCRIBED TIME, THE BIGHAL CONVERTER ABBENGLY FAI'ED WHEN THE COMMUTATOR BWITCH BWITCH ACTUATING PLUNGER TURNED BO DEGREES CAUSING THE PLAPPER TO OPERATE LATERALLY TO MORMAL COM	AL CONVERTER ABBEM :8 CAUSING THE FLAP!	LV FAITED W	MEN THE TE LATEN	COMMU	TATOR BUSTCH TO NORMAL CON		
CORRECTIVE ACTION-THIS IS EN SHOULD BE SOLVED BY AN	THIS IS AN AIR FORCE SUPPLIED ITEM. A MEMORANDUM WAS SENT TO AIR FORCE SC STATING THAT THIS PROBL. ST AN ENGINEERING ORDER COVERING A DRILLING OPERATION AND THE USE OF A PIN TO INCEX THE SMITCH.	HORANGUM WAS SENT TO	AIR FORCE THE USE OF A	OC STATI	NG TH THOEX	AT THIS PROBL. THE SMITCH.		
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	TAR-SP-SP-RA-SRSS	# # # # # # # # # # # # # # # # # # #	1260 F	FACTORY	# Q	BERVONIC H-172-R	990708	
FAILURE MODE-LEAR-EXTERNA A LEAK AT THE BOURDON TUB UBING THE TRANSDUCER TO BE	FAILURE MODE-LEAR-EXTERNAL. DURING FACTORY CALIBRATION, THE TRANDUCERS WERE FOUND TO HAVE TOO LARGE A STATIC ERROR. A LEAK AT THE BOURDON TUBE SKAZES CAUSED THE CASE TO BECOME PRESSURIZED, COUNTERACTING PRESSURE WITHIN THE TUBE, CA ISING THE TRANSDUCER TO BE OUT OF CALIGRATION.	TRANDUCERS WERE FO	NIND TO HAVE FERACTING PR	TOO LAR	I THIY	STATIC ERROR. THE TUBE: CA		
CORRECTIVE ACTION-THE YEN	VENDOR INITIATED A LEAK- DETECTION PROCEDURE TO PRECLUDE THE CONDITION.	OCEDURE TO PRECLUDE	THE CONDIT	IOM.				
INSTRUMENTATION-A/B TELENTAT SET AND TRANSOUC ERS	CT-89-24-106-F CRYSTAL RECTIFIER ASSEMBLY RESISTO 37-13537-3	FAR 1 57-13517-3	# # # # # # # # # # # # # # # # # # #	FACTORY	7E3		•	
FAILURE MODE-OUT OF TOLER. MARKING IMDICATED 21.5K OM	F TOLERANCE. THE DC OUTPUT WAS BELOW SPECIFICATION DUE TO IMPROPER RESISTOR R-16 VALUE. RESISTOR 1.5K OHMS PLUS OR HINUS 1 PERCENT ACTUAL VALUE WAS 23.314K OHMS.	IFICATION DUE TO SE VALUE WAS \$3.514K (PROFEE RESE	STOR R-1	*	UC. RESIBTOR		
CORRECTIVE ACTION-HAR CT-	CT-98-24-3745 REGUESTING THE RESISTOR VENDOR		TO IMPROVE HIS SUALITY CONTROL.	CONTROL	•			
INSTRUMENTATION-A/9 TELEMETRY OFT AND TRANSOUC	51-09-24-8472-F FRESSURG TRANSOUCER	FAR 7-03780-5	1970 63021E	FACTORY	YES BOURNS NO TREES-	BOURNS 75515-G-6-758		
FRILURÉ MODE-CONTANINATION T. CONTANINATION OBSERVED I	FAILURE MODE-COMTANIMATIOM. OUTPUT WAS LOW. WIPER ARM WAS OPEN CIRCUITED FROM RESISTANCE ELEMENT CAUSIME ZERO OUTPU . Contaminatiom observed during amalysis is probable cause of Failure.	PEN CIRCUITED PROM OF FAILURE.	RESISTANCE	CLCHENT	CAUBI	MF. ZERO DUTPU		
						PAGE 0344		

11 10% 1866

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

	50 0.0			900100		•		
I VENDOR NAME H VENDOR PART NO	OF PARTICLE CONTAMINATION EFFECTIVE	u +	OSCILLATIONS MANUFAC OCTOBER 3:1963 TO BU	BONG WARNER STATE	MIGH. FAILURE AN	KINETICS M799	ME BIBNAL COMDIT	
VEHICLE BITE PRI DATE DIF TIME DIF OTH	ICLE CONTANIN	FACTORY YES NO LATOR COULD NO IS AS SPECIFIED.	CTIVE IN OCTO	FACTORY YES	T-UT MAS TOO	FACTORY YES	T SET.	
	ONTROL OF PART	FAILURE, CTIL	DESTING ALL SI	1440 64088 88	O WHEN THE OU	1970	FAILURE ANALYS DED TO THE TES DES FOR AN IMP	
DIF DATA SOURCE PART NUMBER	ININATION AND C	TAR T-01408-0ET O THE CAUSE OF RESISTOR R-D. 7	WAS WRITTEN RES OCEDURE TOP-014	7 A R 7 - D1413-1	URING FACTORY C	FAR 87-18479-3	ZERO PROFERLY. PROFERLY GROUM 330.238.4 PROVI	
TEST/REPORT NUMBER FAILED COMPONENT NAME	CORRECTIVE ACTION-VENDOR INITIATED A PROCEDURE FOR THE ELIMINATION AND CONTROL D MAR 63.	ELEM.INV SET AND TRANSDUC OSCILLATOR/RESISTOR FAR FAR FAR FAR FAR FAR FACTORY YES SEMDIX PACIFIE RS FAR FACTORY YES SEMDIX PACIFIE RO 1050702-13-K RS FAILURE WOOE-OUT OF TOLERANCE. FAILURE ANALYSIS DETERMINED THE CAUSE OF FAILURE, OF SILLATOR COULD NOT BE ADJUSTED O WITHIN SPECIFICATIONS, TO THE IMPROPER VALVE OF BIASING RESISTOR R-S. TIE AESISTOR WAS AS SPECIFIED, HOWEVER, THE MHONG ONNIC VALVE HAD BEEN SELECTED BY THE YENDOR.	RELIABILITY ALTION REPORT A-88-28-28-28-28 WAS WRITTEN REQUESTING ALL SUBCARRIER OSCILLATIONS MANUFAC Fore 1341 9E pured prom stock. Test procedure TDT-D1448 SECAME EFFECTIVE IN OCTOBER 9-15863 TO BU ICILLATORS TO REDUCE DRAFT.	FAR-NG-88-RA-8278 AMSDUC ACCELEROMETER TRANSOUCER	FAILURE MONE-OUT OF TOLERANCE, THE ACCELEROMETER FAILES DURING FACTORY C/O WHEN THE OUT-UT WAS TOO MIGH. FAILURE AN LTSIS WAS CANCELLED BECAUSE THE PART WAS NOT RECEIVED. CORRECTIVE ACTION-NONE.	9F-99-24-3324-F BIGNAL COMDITIONER-AMPLIFIER	FAILURE MODE-FAIL DURING OFFRATION, THE OUTPUT MOULD MOT ZERO PROPERLY. FAILURE ANALYSIS REVEALED THE SIGNAL COMDIT ONE: Unhich The Amplifier is installed into) was not being properly grounded To The Test set. Coarective action-toa mous dated harch s, 1863 to Eup No.335.235.4 Provides for an improved method of grounding the	THE TEST SET.
SVSTEN SUB-SVSTEN	CORRECTIVE ACTION-VENDOR	INSTR. WENTATION—A/B SP-89-E4-346E-F TELEM.TRY SET AND TRANSDUC OSCILLATOR/RESISTOR ERS FAILURE MODE-OUT OF TOLERANCE, FAILURE ANALYSIS D O WITHIN SPECIFICATIONS, TO THE IMPROPER VALVE OF MHONG OMINIC VALVE MAD BEEN SELECTED BY THE VENDOR.	CORIECTIVE ACTION-RELIABI TURE) DURING AND BEFORE 12 RH-IM BUBCARRIER OSCILLATO	INSTRUMENTATION—A/B TELEMETRY BUT AND TRANSOUC ERS	FAILURE MODE-OUT OF TOLER ALTSIS WAS CANCELLED SECAU CORRECTIVE ACTION-NOME.	INSTRUMENTATION-A/B TELEMETRY BET AMD TRANSOUC ERS	FAILURE MODE-FAIL DURING IOME: LONE: LUMICH THE AMPLIFIER COARCTIVE ACTION-TCA NO.	BIGHAL COMDITIONER TO THE

The second of th

**************************************	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-ALRSORME	IMENTATION SYSTEM'S	IRBORNE				
BYBTEN NOTETER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF CATA BOURCE PART NUMBER	VEHICLE DATE DIF	11 ME 01F	1 X	PENDOR NAME	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	MZ-9D-84-3488-F TLM CANIBIER	FAR 87-18788-801	1620	R TY	2 2	SICHOLH-PACIFIC AND 6D/A	•
FAILURE MODE-ERRATIC OPER	ATIC OPERATION, FAILURE DUE TO CORROBION REBULTING FROM WATER ENTERING THE CANIBTER	BULTING FROM MATER	ENTERING 1	HE CANIST	.		
CORRECTIVE ACTION-RAR NE-	CORRECTIVE ACTION-RAR NZ-9D-Z4-3935 REQUESTED THAT THE TELEMETRY PACKAGE BE MOIBTURE BEALED. RAR-NZ-6D-Z4-3917 RECO MMC-4DED chamces to be incorporated in the Transmitter Tuning procedure.	METRY PACKAGE BE NO PROCEDURE.	IBTURE BEA	LED. RAR-	8-8X)-24-3917 AECO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	B CT-08-24-112-P TRAMSOUC DIFFERENTIAL PRESSURE TRANSDUCER	7 AR 87-01887-4	*******	E T R	4 O	BOUND	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
FAILURE WODE-ELECTRICAL C REBISTANCE MAB NOT MAKING	FAILURE MOGS-ELECTRICAL OPEM CIRCUIT THROUGH STRUCTURAL IMPERFECTIONS. THE PRESSURE TAP MHICH ACTUATES THE VARIABLE Rebistance was not making contact mith the Resistance.	ERFECTIONS. THE PRE	BBURE TAP	WEICH ACT	VA TE	IME VARIABLE	
CORRECTIVE ACTION-STAKING RECOMMENDED.	COMRECTIVE ACTION-STAKIMS COMPOUND IS USED TO JOIN THE PRESSURE TAP TO THE RESISTANCE ELEMENT WHERE AS FOLDERING IS Recommended.	SURE TAP TO THE RES	ISTANCE EL	ENENT WHE	NE AI	SOLDERING 18	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	CT-58-24-111-P DIFFERENTIAL PRESSURE TRANSOUCEP	7AR 97-01247-15		ETA	£ 6	Воляна	0 21 16 0
FAILURE MODE-ELECTRICAL O E REBISTANCE MAS MOT MAKIN	FAILURE MODE-ELECTRICAL GPEM CIRCUIT THROUGH STRUCTURAL IMPERFECTIONS. THE PRESSURE TAP MHICH ACTUATES THE VARRIABL : Rebistance was not making contact with the rebistance.	ERFECTIONS. THE PRE	SSURE TAP	MICH ACT	UA TE	I THE VARRIABL	
CORRECTIVE ACTIOM-STAKING RECOMMENDED.	I-STAKING COMPOUND IS USED TO JOIN THE PRESSURE TAP TO THE RESISTANCE ELEMENT WHEREAS SOLDERING IS	BURE TAP TO THE RES	IBTANCE EL	ENENT WE	REAB	SOLDERING IS	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	C7-98-Z4-117-F PRESSURE TRANSDUCER	747 7-(1478)-14	1160 63021	618	4 of	-	
FAILURE MODE-OUT OF TOLER COLO BOLDER JOINTS IN THE	OF TOLERANCE. THE UNIT INDICATED 12 PSIG WHEN 15 PSIG WAS APPLIED. FAILURE ANALYSIS FOUID SEVERAL. IN THE UNIT WHICH CAUSED INE DISCREPANCY.	HEN 18 PBIG VAB APP	LIKO. FAIL	URE ANALY	:	OU 4D SEVERAL	
CORRECTIVE ACTION-RECONNEL	-RECOMMENATION THAT ACTION TO ELININATE POOR SOLDER WORKHANSHIP DE ACCOMPLISHED DY VEND 3R BUALITY	OR SOLDER WORKHANSH	19 BE ACCO	HPL 18HED	2	NO 28 GUALITY	
	. The second discontinue designation of the second				1	PACE DAGE	

10 104 1064

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	SISO ETR YES BOURNS SERVED SERVER NO ASOLENS ET	TOLERANCE.	1160 EIR YES BOURNS SESTE 630208 NO	FAILURE MODE-CONTAMINATION, ERRATIC OPERATION PROBABLY CAUSED BY CONTAMINANTS LOGGING ON THE ELEMENT. CORRECTIVE ACTION-CONTAMINATION WAS SUSPECTED AS EXTERING THE UNIT DURING CLEANING OR FROM UNCLEAN PRESSURE LINES T THE UNIT. A REQUEST WAS MADE ASKING THAT GREATER CARE BE ISAEN TO PREVENT FOREIGN MATERIAL FROM ENTERING THE ELEME IT AREA.	630208 FACTORY YES GULTON 692561	FAILURE WOOE-OUT OF TOLERANCE. THE AMPLIFIER GAIN DECREASED AZ PERCENT AFTER TWO MIMUTES OF WARHUP. THE MAXINUM ALL OMED GAIM DECREASE IS S PCT. FAILURE IS ATTRIBUTED TO THE EXCESSIVE COLLECTOR-EMITTER LEAKAGE OF A SMILLS TRANSLIRON TRANSLITOR.	CORRECTIVE ACTION-HAR CT-89-E4-3705 REGUENTING VENDOR ACTION TO IMPROVE HIS RECEIVING INSPECTION TO REJECT HARGINAL TRANSISTORS.	67F FACTORY NO BENDIX 630207 NO 1063520	FAILURE MODE-OUT OF TOLERANCE, UNITS OUTPUT MAS .S VOLTS WHEN A MINIMUM OF 2.55 VOLTS WAS REGULHED. FAILURE ANALYS! S REVEALED THE OUTPUT TRANSISTOR AND 175 EMITTER RESISTOR WERE DAMAGED SY ENCESSIVE MEAT CAUSED BY IMPROPER COMMECTIONS TO THE OUTPUT OF THE UNIT.		49	CORRECTIVE ACTION-SUPERVISION OF COSMIZANT DEPARTMENTS CAUTIOMED THEIR PERSONNEL TO EXERCISE CAUTION IN TESTING. NA	TO EXERCISE CAUTION IN TESTING, NA	TO EXERCISE CAUTION IN TESTING, NA	TO EXERCISE CAUTION IN TESTING, HA
DIF DATA BOURCE PART NUMBER	7AR 7-01788-18	D TO BE FLUCTUATING OUT OF	11 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	CAUSED BY CONTAMINANTS LOC ING THE UNIT DURING CLEANIN BE LAKEN TO PREVENT FOREIG		ASED AE PERCENT AFTER TWO IE EXCESSIVE COLLECTOR-EHIT	CTIOM TO IMPROVE HIS RECEI	748 000000-18	S WHEN A MINIMUM OF 2.56 V R WERE DAMAGED BY EXCESSIV		COMPOSED STATE CARPOLATIVE	CAUTIOMED THEIR PERSONNEL	CAUTIOMED THEIR PERSONNEL	CAUTIOMED THEIR PERSONNEL	CAUTIOMED THEIR PERSONNEL
TESTARFORT NUMBER FALLED COMPOHENT MAME	CT-88-E4-118-P PRESSURE TRANSCUCER	FAILURE MODE-ERRATIC OFERATION. TRANSDUCER MAS REPORTED TO BE FLUCTUATING OUT OF TOLERANCE. CORRECTIVE ACTION-MOME. FAILURE MOT COMFIGNED.	CT-08-R4-113-P PRESSURE TRANSDUCER	FAILURE MODE-CONTAMINATION, ERRATIC OPERATION PROBABLY CAUSED BY CONTAMINANTS LOGGING ON THE ELEMENT. Corrective action-contamination was suspected as extering the unit during cleaning or from unclean pri The unit, a request has made asking that greater care be laxen to prevent foreign material from enter	INSTRUMENTATION-A/B CT-99-24-092-/ TELEMETRY SET AND TRANSDUC ACCELEROMETER AMPLIFIER-THANSISTON ET-01277-ES ERS	AMCE. THE AMPLIFIER GAIN DECRE T. FAILURE IS ATTRIBUTED TO TH	89-24-3705 REGUENTING YENDOR A	A-00-24-33889 ARPLIFIER	ANCE, UNITA OUTPUT WAS .S VOLT. SISTON AND ITS ENITTER RESISTON NIT.		STATES THAT THE STATES OF THE STATES	BION OF COGNIZANT DEPARTMENTS :	BION OF COGNIZANT DEPARTMENTS (BION OF COGNIZANT DEPARTMENTS (BION OF COSMIZANT DEPARTMENTS (
ANTERA - BUG	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAILURE MODE-ERRATIC OFERATION. TRANSDUCER MAS CORRECTIVE ACTION-NOME, FAILURE NOT CONFIRMED.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAILURE MODE-CONTAMINATIO CORRECTIVE ACTION-CONTAMI O THE UMIT. A REQUEST WAS	INSTRUMENTATION-A/B TELEMETRY AEY AND TRAMBOUC ERS	FAILURE WODE-GUT OF TOLER OWED GAIM DECREASE IS S PC TRANSISTOR.	CORRECTIVE ACTION-HAR CT-	INSTRUMENTATION-A/B A-99-E4-3 TELEMETRY BET AND TRANSOUC ANPLIFIER ERB	FAILURE MODE-OUT OF TOLERANCE B REVEALED THE OUTPUT TRANSIST ONS TO THE OUTPUT OF THE UNIT.			CORRECTIVE ACTI^u-BUPERVII	CORRECTIVE ACTION-BUPERVIE	CORRECTIVE ACTION SWERNIE	CORRECTIVE ACTION-SUPERVII

CONVAIR DIVISION

18 1UM 1988

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

MATATA	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA BOUNCE FART NUMBER	VEHICLE DATE DIF	SITE PRI TIME DIF OTH	N VENDOR HANE	
MOLIMS, AND CHECKING THESE	THERE UNITE.					00100
IMSTRUMENTATION-A/B TELENETRY BET AND TRANSDUC -	A-89-E4-3E89-F OSCILLATOR	7AR 7-01488-861	4 40804	FACTORY YES NO	8 BENDIX 1041962-42	*****
FAILURE WODE-DRIFT. THE OSCILL ED BUFFICIENTLY BINCE CHECKOUT.	FAILURE MODE-DRIFT. THE OSCILLATOR OUTPUT FREGUENCY DRIFTED OUT OF SPECIFICATION WHEN THE INTERNAL COMPONENTS CHANG D BUFFICIENTLY SINCE CHECKOUT.	OUT OF SPECIFICATION	ON WHEN THE	INTERNAL	COMPONENTS CHANG	
CORRECTIVE ACTION-RECONNED BE PERIODICALLY RECYCLED ONTAINING THIS OSCILLATOR	CORRECTIVE ACTION-RECONDEDOTION TO REVIEW IN-MOUSE PROCEDURES FOR COMPONENT ACCOUNTABILITY \$0 THE OSCILLATORS COUL D be periodically recycled to the vendors plant for recalisration. The design department has replaced this telepar c Ontaining this oscillator with a new lightheight telepar.	TES FOR COMPONENT A	CCOUNTABILI EPARTMENT P	TY SO THE AB REPLACE	DACILLATORS COUL 3 THIS TELEPAK C	4
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUCERS	CT-08-24-144-F Pressure (Ransoucer	· · · · · · · · · · · · · · · · · · ·	1160 630207	ET S ET S ET S ET S ET S ET S ET S ET S	YER BOURNS HO	*****
FAILURE MODE-ERRATIC OPER BLE CAUSE MAS THE COMBINED ANT MIPER CONTACT.	RATIC OPERATION, MITH VOLTAGE SPIKES MEASURING S PERCENT OF FULL SCALE AT SOU TO SOU PSIA, IE COMBINED VARRIABLE WIPER ARM TENSION, (4 TO S GRAMS) AMD SÍLACONE OIL FILMING AIDING THE: 7.	SURING 8 PERCENT OF FULL SCALE AT 650 TO 800 PSIA, THE PROBA (4 To 8 GRAMS) AMD SILACONE OIL FILMING AIDING THE INTERHITT	L BCALE AT	eco to eco LMING AIDI	PBIA: THE PROBA NG THE ENTERHITT	
CORRECTIVE ACTION-MONE, S	SINCE THE TRUE FAILURE CAURE IS UNKNOWN.	*OMM				
INSTRUCENTATION-A/B TELEMETRY BET AND TRANSDUC. ERB.	A-88-24-3458-F AMPLIFIER, WIRING	FAR RY-01198-1	0 90%089	CONVAIR YES	6 6ULTON FT-6150	# # # # # # # # # # # # # # # # # # #
FAILURE MODE-ELECTRICAL M IMMED AND ATTRIBUTED TO IN 19 VOLTS DC+ RESULTING IM	ECTRICAL SHORT, AMPLIFIER FAILED MMEN A 8D CYCLE OUTPUT WAS OBSERVED WITH NO IMPUT, FAILURE WAS CONF Uted to improper soldering by the vendor, causing the output of transistor 8-7 to he shorted to plus sulting in improfer amplifier output,	TCLE OUTPUT WAS CREST	TRVED WITH TRANSISTON	NO IMPUT,	TRANSISTOR 8-7 TO DE SHORTED TO PLUS	
CORRECTIVE ACTION-REDUCATI	ON-REDUCATED VENDOR TAKE ACTION TO INFROVE INSPECTION PROCEDURES DURING AMPLIFIER ASSEMBLY TO PREVEN AILURE.	ISPECTION PROCEDURE!	DOURING AM	PLIFIER AS	LEMBLY TO PREVEN	
INSTRUMENTATION-A/2 TELEMETRY SET AND TRANSDUC	A-89-24-3328-F Converter, Transistor	第一个件的类型:由非	\$ 0250 \$ 020 8	SD-FACTO YES	5/09 1	
FAILURE MODE-E. ECTRICAL BI B LMEN THE CONVENTER ABBEN	PAILURE MODE-E-CCTRICAL SHORT, THE IMPUT VOLTAGE OF THE LIGHTHEIGHT HERCURY TELEMETRY PACKAGE DRC-PED SYS MILLIVOLT S IMEN THE CONVESTER ASSEMBLY WAS INSTALLED. THE EOP STATES THE VOLTAGE SHOULD MOT DROF MORE THAN 18 MILLIVOLTS. FAI	ITWEIGHT MERCURY TEI HE VOLTAGE SHOULD !	EMETRY PAC	KAGE DRC.P	ID 178 MILLIVOLT MILLIVOLTS. FAI	

PASE 0368

10 10H 1848

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM'AIRSORME	TUMENTATION SYSTEM'A	REGENE				
BYBIEN BUB-BYBIEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	7E PR1	VENDOR MANE VENDOR PART NO	# F	
LUAK AMALYBIB REVEALED A E	A BHOWIED 8-1 TRANSISTOR.					-	***
CORRICTIVE ACTION-THE PRAN 6 OF THE UNIT, MEVISION A T RECURRENCE OF THIS PROBLER.	CORRICTIVE ACTION-THE TRANSISTOR FAILUSE WAS PROBABLY CAUSED BY EXCESSIVE INFUT VOLTAGE BEING APPLIED DURING TESTIM OF THE UNIT, BEVISION A TO EDP 330-410 DATED MARCH P. 1863 INCORPORATES CHANGES IN TESTING PROCEDURES TO PRECLUDE ECURRENCE OF THIS PROSLEM.	ID BY EXCESSIVE IM-U	T VOLTAGE BEIN ES IN TESTING	PAPPLIE PROCEDUR	D DURING TE	# 1 m	
INSTRUMENTATION-A/S TELEMETRY SET AND TRANSDUC ERS	#F-A9-#4-#4##-F APPLIFIER	7.22 80-07900-098	116D FACTORY 630EG1	l	YES SCIONICS NO NCS 101	:	408804
FAILURE MODE-ERHATIC OPER WAS UNSTABLE AND ERRATIC PLIFIER WAS RETURNED TO TH	FAILURE MOGE-ERHATIC OPERATION. THE UNIT FAILED DURING SYSTEM CHECKOUT. FUNCTIONAL TESTING SHOWED THAT AN AMPLIFIER WAS UNSTADLE AND ERRATIC AT THE 8.6 AND 10 MV IMOUT SETTINGS. THE EXACT DEFECTIVE COIPONENT MAS NOT FOUND AS THE AM LIFIER WAS RETURNED TO THE VENDOR.	IEM CHECKOUT. FUNCTIONAL TI:BTIM6 BHOWED THAT AN 18. THE EXACT DEFECTIVE COIPONENT MAS NOT FOUND	ONAL TISTING S IVE COSPONENT	HOWED TH	AT AN AMPLIFIER FOUND AB THE AM	71 CR A # A	
CORRECTIVE ACTION-NO CORR	CORRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN AS CAUSE OF FAILURE WAS NOT FOUND. FOLLOW UP ACTION WAS TAKEN ON ANOTH R amplifier with the same wooe of failure. See for 18-33-24-3353P.	L-3383F.	. FOLLOW UP AC	TON WAS	TAKEN ON A	ноти	
INSTRUMENTATION-A/B TELEMETHY SET AND TRANSDUC ERS	A-90-24-3321-F Filter-Capacitor	7. 人政 10. 1. 1. 10. 10. 10. 10. 10. 10. 10. 10	1930 80-FAC 630E03	10 YES		3	1010
FAILURE MODE-ELECTRICAL C FREGUENCY, CAPACITOR C-1 M	FAILURE MOGE-ELECTRICAL OPEN. THE OUTPUT WAS ZERO RESARDLESS OF THE POSITION OF POTENTIONETER 1810S ON THE APPLIED Resurncy. Capacitor C-1 was found to be open Cauald by a cold solder joint.	AD SOLDER JOINT,	F POTENTIONETE	2 M 2 D 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OR THE APPL	9	
CORRECTIVE ACTION-POTENTI	CORPECTIVE ACTION-POTENTIONETERS 1810S AND 2810S WENE CHANCED TO AGREE WITH DRAWING 27-126SE BY TVA MO.S DATED APRI 2. 1963. Capacitor Hamufacturen meduced lead size to preclude undue stresses at the foil joint.	LED TO AGREE WITH DR.	INING ET-1266E IT THE FOIL JO	BY TVA	40.5 DATED	A A A A	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	8P-89-84-3505-F Bighal Comoit.Oner	FAR 27-12556-818	1390 80 630808	3 3		2	
FAILUNE MODE-OUT OF TOLER ILUME MOT CONTIANED.	OF TOLERANCE, REPORTED MEASUMEMENT EALSY INDICATED 38 PERCENT IBN MAEN 46 PERCENT WAS EXPECTED. FA .D.	INDICATED 38 PERCENT	18W MEN 48 P	A CENT	AS EXPECTED	<u>.</u>	
CORRECTIVE ACTION-UNAMONM.							
	•		•				
					PAGE 0369	0360	

11 10% 11

CIFFICULTIES REVIEW-INSTRUMENTATION STRTEM-AIRBORNE

GYSTEN \$US-SYSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	TIME DIF	OTH VENDOR PART NO	\$
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	SP-AB-R4-3275-F PRESSURE TRAMSOUCER TFLEMETRY	7.47 7.03780-7	1860	FACTORY	YES SENYONICS NO M-78	
FAILURE MODE-CONTANIMATIC RE NOT CONFIRMED HOMEVER A	FAILURE MODE-CONTAMINATIOM. UNIT CUTPUT SPIKED 10 TO 18 PCT UNILE PRESSURIZED AT 2000 PSI HYDRAULIC PRESSURE, FAILU E mot confirmed momener analysis revealed rubber like particles in the winding and base of the resistive element.	T WHILE PRESSURIZED TICLES IN THE WINDIN	AT 3000 PS	HYDRAUL OF THE RE	IC PRESBURE, FAI BISTIVE ELEMENT,	-
CORRECTIVE ACTION-FACTOR! EJECTING TRANSDUCERS.	CORRECTIVE ACTION-FACTORT PEOPLE INFORMED TO TAKE PRECAUTION THAT TEST CONDITION RESPONSES ARE 6037 THE REASON FOR JECTING TRANSDUCERS.	OM THAT TEST COMBIT	IOH RESPONS	ED ANE SO	F THE AKASON FOR	*
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERR	A-99-24-2283F BIGMAL COMDITIONER.	FAR B7-18874-609	1830 430#00	FACTORY	YES 60/C	116791
FAILURE MODE-OUT OF TOLES CHECKOUT OF THE BIGHAL CO ER THE ABSCHOLT HAB BEEN (FAILURE MODE-OUT OF TOLERANCE. TWO ASSEMBLIES REPORTEDLY FAILED WHEN INTERMITTENT OR NO OUTPUT WAS OBSERVED DURING CHCKOUT OF THE BIGMAL CONDITIONER. THE ASSEMBLIES ARE HEAT BENSITIVE, DIODE CR-11 OPERATES OUT OF SPECIFICATION AFT ER THE ASSEMBLY HAS BEEN OPERATED FOR AN EXTENDED PERIOD.	AILED WMEH INTERNIT 1 BEHBITIVE, DIODE C	TENT OR NO	SOUTHUT WA	6 OBSERVED DURIN SPECIFICATION A	
CORRECTIVE ACTION-EOF WAI	CORRECTIVE ACTION-EOF WAS CHANGED TO LINIT TESTING TO 3 MINUTES MAXIMUM.	NUTES MAXIMUM.				-1
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUCERS.	AP-99-24-3336-F OSCILLATOR	7.A.M.	1260	FACTORY	YES BENGIX-PACIFIC No 1059093-A-6	10 967991
FAILURE MODE-OUT OF TOLES INC. EXAMINATION OF THE UNINGENITHE CAPACITORS	FAILURE MODE-OUT OF TOLERANCE, THE OSCILLATOR WOULD NOT ADJUST TO THE LOW FREQUENCY LIMIT DURING MANUFACTURING TEST ING. EXAMINATION OF THE UMIT REYEALED TWO CAPACITORS MEARLY TOUCHING. IT MAS FOUND THAT MITH A RESISTANCE OF AT R ON M BETWEEN THE CAPACITORS THE FAILURE COULD SE DUPLICATED.	LUST TO THE LOW PRE	DUENCY LIMI	T DURING 1	AANUFACTURING TEST	5 ₹
CORRECTIVE ACTION-THE CAPACITORS WE B REPORT WAS BUILT BEFORE THAT DATE.	CORRECTIVE ACTION-THE CAPACITORS WERE CHANGED TO A GLASS FUSION-SEALED TYPE IN DECEMBER 1961, THE OSCILLATOR IN THI Report was built before that date.	UBION-BEALED TYPE 1	N DECEMBER	1961. THE	OSCILLATOR IN T	=
INNTRUMENTATION-A/B TCLEMETRY BET AND TRANSDUC ERB	# A-89-E4-3298-F TRAMBDUC BIGMAL COMDITIONER	7 4 7 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	1390	ETA	9 9	
FAILURE MODE-ERDATIC OPER ONDITIONER MAT OPERATING P	FAILURE MODE-ERJATIC OPERATION. THE HEGATIVE GATE OF CHANNEL 13 MAB NO13Y, A FUNCTIONAL TEST INDICATED THE SIGNAL C MOITIONER WAY OPERATING PROPERLY AND THE MOISE WAS BEING GENTRATED FROM AGE EQUIPMENT.	EE 53 MAB MOISY, A EMTRATED PROM AGE E	FUNCTIONAL BUIFMENT.	ICST 1N010	ATED THE SIGNAL	v
					0344	2

11 JUN 1944

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

BYBIEN BUB-BYBIEN	TEST/REPORT HUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	#11E 01F	# 5 # 2 # 2	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-WOME TH		IL BOURCE,				ekelin-pelalanga opiqualanga o	
INSTRUMENTATION-A/B TELENETRY SET AND TRANSDUC ERS	CT-98-84-098-F TRANGO UCRR	'AR 17-01848-9	1160 6\$0130	¥ • • • • • • • • • • • • • • • • • • •	1 Q	YES BOURNS NO 42011-D-150-75	**
FAILURE MODE-LEAK-EXTERMA FAILURE RESULTED FROM A SM PAESSURE.	-EXTERNAL. TRANSDUCER WAS REFOING D.P VOLTE LOWER THAN SPEC REQUIREMENTS. AMALYBIS INDICATED THAT ROW A SHALL LEAR AT THE SOLDER BEAL OF THE EVACUATION TUBE WHICH ALLOWED PARTIAL LOSS OF REFERENCE	LOWER THAN SPEC R EVACUATION TUBE WH	EGUIREMENT ICH ALLOWE	6. ANALY D PARTIAL	#01 ·	MDICATED THAT B OF REFERENCE	
CORRECTIVE ACTION-VENDOR E EVACTION TUBE. REF. RELI	-VENDOR PROCEDURE FOR SEALING CHANGES FROM BOLDER SCALING TO RESISTANCE WELDING: EF. RELIABILITY ACTION REPORT SP-AS-84-3855.	SOLDER SEALING TO	REBIBTANCE	WELD I NG	8	A RIVET INTO TH	
INSTRUMENTATION-A/B FELEMETAY SET AND TRANSOUC ERS	FAR-SP-38-24-4834 PRESEURE TAANSOUCER	/A# &7-01&43-7	620129	=	* Q	YES COLVIN NO 401-A-10-75	
FAILURE NOC-INTEHHAL LCA EAL OF THE BELLOWS EVACUAT	FAILURE MOCE-INTEHMAL LEAK. TRANSDUCER READ S PRIG LOW THROUGHOUT ITS RANGE BECAUSE OF AL OF THE BELLOWS EVACUATION TUBE.	FHOUT ITS RANGE DE	CAUSE OF A	BHALL LI	4 4	A SMALL LEAK AT THE SOLDER A	
CORRECTIVE ACTION-FAILURE FOR CHECKING LEARS AND S) LIANCE.	-FAILURE WAS COMFIRMED. TENDOR WAS REGUESTLD TO 1) IMPROVE SOLDER SEAL PROCESS, 2) IMPROVE METHOD AND 3) STORE TRANSCUCERS A MINIMUM OF CHE WEEK BEFORE CHECKING FOR LEAKS. THE VENDOR REPLIED COMP	D TO 1) IMPROVE BO WEEK BEFORE CHECKI	LDER SEAL NG FOR LEA	PROCESS, KS. THE	2) II	MPROVE METHOD R REPLIED COMP	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUCERAS	HF-A4-24-3263-F PRESBURE TRINSOUCE:	FAN 87-01886-89	1990 630128	FACTORY	\$ Q	YES BERYONIC MO H-172-9	0
TAILURE MODE-ERRATIC OFER WHICH CAM EXCEED THE MAY DI AVOLVING LOW WIPER TEMBION	"FAILURE" MODE-ERRATIC OFERATION; EXCESSIVE—S'IKING, THE THANJOUCER-FAILED-DURIME NORMAL MISSILE-CHECKOUT: VIBRATION;- Maich cam exceed the max design level, this lame unit mould fail to meet minimum 6 levels due to design deficiency i Avolying low mifer tension, excess wiper comfact mass, and undanfed gourdon tubes.	GUCER-FAILED-DURIN AIL TO MEET MINIMU DANFED GOURDON TUB	E MORMAL H M G LEVELS ES.	18811E-C	ECKON SERIE	JE VIBRATION.	
CORRECTIVE ACTION-VENDOR I	CORRECTIVE ACTIOM-VENDOR REDEBIGNED THE TRANSDUCERB TO MITHATAND THE HIGHEBT & LEVELS SPECIFIED, AND PERCENT BOURCE Inspection for vibration aensitivity deins performed at vendor plant.	TAND THE HIGHEST 6	רבאברה סג	ECIFIED.	001	PERCENT BOURCE	

THE PROPERTY OF THE PROPERTY O

PASE 0371

11 JUN 1966

DIFFICULTIES REVIEW-INSTRUMENTATION STRTEW-AIRBORME

				-				
Z Strate and C	TERCREPORT RUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRI	VENDOR NAME VENDOR PART	ME 1 NO	
INSTRUMENTATION-A/B FELENETRY AET AND TRANSOUC	A-88-24-3138-F COMMUTATOR-MOTOR	FAR 87-18878-668	1397	FACTORY	÷ 9	YES BENDIK-PACIFIC NO	1710	
FAILURE MODE-CONTABINATI	CONTANINATION. CHANHEL 10 COMMUTATOR WOULD NOT RUH. THE COMMUTATOR SECHENTS OF THE MOTOR MERE COVERED CARSOM. THE HOTOR BRUSH WEAR.	T RUN, THE COMMUTATO FOUND TO MAYE EXCESS	R SECKENTI IVE BRUSH	MEAN.	#010#	WERE COVE	9	
CORRECTIVE ACTION-COMBUT O BENDIK, PENDIK-PACIFIC H WEAR PROBLEMS.	CORRECTIVI; ACTION-COMMUTATOR MOTOR PROBLEM MAS DISCUSSED WITH BENDIM-PACIFIC, THE MOTOR WITH THE REPORT WAS GIVEN T O BENDIK, PENDIK-PACIFIC CONTACTED BENDIK-MONTROSE AND THEY WOULD BEGIN LIFE TESTS TO STUDY A SOLUTION TO MOTOR BRUD H WEAR PROBLEMS.	MOULD BEGIN LIFE TE	THE MOTOR 878 TO 8TE	WITH THE MY A BOL	nero ut 104	ET WAS 614	₽ 00 mm	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	90-20-212F TLM CAMISTER-VALVE	4 + 28 64 - 404 40 - 4	630123	FACTORY	3 5	YES ZERO WFG. CO. NO ZSP6-622,P.8.5 V2.5	.8.5	
FAILURE WOOE-FAIL GURING 8080)-180	FAILUME WOGE-FAIL GURIME OPERATIOM. CANISTE! PRESSURE COMTROL VALVE IS IMOPERATIVE, MODIFIED FROM STANDARD PART 88- 1080]-180	ROL VALVE 18 IMOPERA	TIVE, 11001	FIED FROM	# # # # # # # # # # # # # # # # # # #	MDARD FART		
CORRECTIVE ACTION-THIS PART WILL GROUP WILL USE THIS PART FOR THE	CORRECTIVE ACTION-THIS PAUT WILL MCT DE USTO IN ANY NEW DESIGNS. (APRIL S. 1983). THE GOG PROPELLANT LOADING BYBTEM Group will use this part for the Remainder of the Nike-Zeus Program.	SIGNS. (APRIL &: 198 B PROGRAM.	3). ТИЕ ЕП	C PROPELL	LANT	LOADING BT	8 7£#	
INSTRUMENTATION-A/B TELEHETAY SET AND TRANSDUC ERB	HZ-A0-24-3273-F PRE\$3URE TRAHSDUCER	7.4.F	1930	FACTORY	# Q	TES BERYONICS HO MOME		* * * * * * * * * * * * * * * * * * *
FAILURE WOCE-ERRAYIC OPE. IALLY COMFIRMED. CAUSE -5. OM TUBE. THE F PCT LEVEL	FAILURE WOCE-ERRATIC OPEXATION, UNIT DISPLATED S PCT OSCILLATIONS AND AN UNEXPECTED 7 PCT LEVEL SHIFT. FAILURE PART IALLY COMFIRNED, CAUSE -SPIKING OUTPUT RES'NTED FROM LOM MIPER TENSION, EXCESS WIPER CONTACT MASS AND UNDANPED BOURD ON TUBE. THE 7 PCT LEVEL SHIFT MAS MOT CONFIRMED.	LATIONS AND AN UNEXP PER TENSION. EXCESS	ECTED 7 PC	T LEVEL	AND	. FAILURE	OURD	
CORRECTIVE ACTION-VENDOR REDESIGNED TRAN	CORRECTIVE ACTION-VENDOR REDESIGNED TRANSDUCERS DASH NO. 27 INRU 41. SPECIFICATIONS OF SUCH THAT THIS PROSLEN SHOULD NOT RECUR.	F THRU 41. BPECIFICA	TIONS OF P	EX DASH	÷ ć	NEW DASH MO. TRANSDUCERS ARE	ARE	
INSTRUMENTATION-1/8 TELEMETRY BET AND TRANSDUC	A-99-24-3284-F Bighal Conditioner-Trambibtor	FAR 87-12374-408	630123	FACTORY	1 2	YES CONVAIR		
FAILURE MODE-EXMATIC OFEI T.C DUE TO A COLD-SOLDER .	FAILUME MODE-EXMATIC OPERATIOM, DURING FACYORY CHECKGUT, THE EVENTB BIGHALABSENGLY P/N 27-12360-818 OUTPUT MAS ERRA T.C due to a co.d-solder joint at the junction of the emitter fobt and the connector to the cristal within the 81 tr Ambistor	IE EVENTO DIGHALADSE: ER POST AND THE CONS	KETOR TO 1	T=12360-	A 14 0	THEN THE .	CARA 1 TR	

PASE OSTE

***************************************	DIFFICULTIES REVIEW-INSTRUMENTATION STRTEM-AIRBORNE	UMENTATION BYBIEN'S	IRBORNE			
231 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	TESTUREORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE BITE DATE DATE DATE	PRI OTH	VENDOR HANG VENDOR FART NO	
CORRECTIVE ACTION-NOME. TH	TRANSIRIOR 18 A MULTI-BOURCE COMPONENT AND GDC MAS UMABLE TO DETERHIME THE MANUFACTUME OF	ENT AND GDC WAS UMA	BLE TO DETERMINE	HE MANUFA	CTURE OF T	***
INSTRUMENTATION-A/B FELEWITHT SET AND TRANSOUC ERS	H6-A8-84-3172F TRANSDUCER: INSTRUMENTATION	FAR 7-01780-5	1300 SAN DIEG YES	NO ON	‡	•
FAILURE MODZ-ERRATIC OPERATION. THE REPORTED FAILURE WAS EITHER TIME THE TRANSDUCER TO PROLONIED	FAILURE WOOZ-ERRAYIC OPERATION. AT 3440 PBIA PRESSURE 34 TO 48 PERCENT SPIRING OCCURRED. FAILURE MAS NOT COMFIRMED. The Reported Failure was either external to the transducer or was internal under a special compitiom such as subjec Ing the Transducer to prolonged vibration at a fixed presuency and at a critical 6-level.	40 PERCENT SPIRING OR MAS INTERNAL UND MCY AND AT A CRITIC	OCCURRED, FAILUR ER A BFECIAL COMO AL 6-LEVEL.	TECH SUCH	CONFIRMED. AB BUBIEC	
CORRECTIVE ACTION-REQUESTE VIBRATIONS OCCURRING DURING THE SOUR	CORRECTIVE ACTION-REQUESTED ADDITIONAL NIBBILE BYBTEM BTUDIES AND TESTS TO DETERMINE THE MAGNITUDE AND FREQUENCY OF VIBRATIONS OCCURRING DURING MISSILE CHECKOUT. THE RESILTS OF THESE TESTS WILL PERMIT MEANINGFUL DESIGN CORRECTIVE A TION TO ELIMINATE THE SOURCE OF THIS RECURRENT FAILURE.	ES AND TESTS TO DET F THESE TESTS WILL	ERNINE THE MACNITY PERMIT MEANINGFUL	DE AND FR	EQUENCY OF RRECTIVE A	
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC (ERS	CT-08-K4-1/3-9 RANSOUC PRESSURE TRANSOUCER	FAR 7-01723-11	1160 ETR 630122	YES SOURHS NO ARUIS-	90URNS 48013-0-90-798	8 7 8 7 8
FAILURE MUCE-OUT OF TOLEN. CAUSED ERROMEOUS OUTPUT.	OF TOLEHANCE. 8.3 PRIA MAS OBBERVED WHERE & PRIA WAS EXPECTED. LOW TENSION POTENTIONETER MIPER ARM Output.	8 PBIA WAS EXPECTED	. LOW TENBIOM POT	NTLONE 1ER	LIPER ARM	
CORRECTIVE ACTION-RECOMMED INSPECTION PROCEDURES. 1)	CORRECTIVE ACTION-RECOMMENDED THAT THE VENDOR BE INFORMED OF THE DIRECREPANCY AND DIRECTED TO REVIEW HIS ASSEMBLY AN D INSPECTION PROCEDURES. IT MAS SUGGESTED THAT THE VENDOR INCREASE THE WIPER ARM TENSION AT LEAST S GRAMS.	F THE DISCREPANCY A	M) DIRECTED TO RE' H TENSION AT LEAS	IEW HIS A S GRANS.	SSEMBLY AN	
IMBTRUMETATION-4/8 TELEMETAT BET AND TRINEDUC	A-88-24-3817-F RANEDUC TLM CANISTER: DEODE	FAR 67-18846-904	SOID FACTORY	7E8 60/C		001100
FAILURE MODE-FAIL DUNING O	DURING OPERATION, THREK FAILURES WERE CAUSED BY DEFECTIVE COMPONENTS AND BROKEN PARTS. UNITS COUL) Zero.	BED BY DEFECTIVE CO	MPOHENTS AND BROKE	N PARTS.	UNITS COUL	
CORRECTIVE ACTION-INSPECTI	CORRECTIVE ACTION-INSPECTION PERSONNEL WERE ADVISED BY SUPERVISION OF THE IMPORTANCE OF CLOSE ADHERENCE TO EXISTINS PROCEDURE.	RVIBION OF THE 1MPG	RTANCE OF CLOSE AS	HERENCE T	0 EXISTING	
					PAGE 0373	

	207	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'AL	RBORNE				_
L	878753 818-818153	TEBT/REPORT NUMBEN FAILED COMPONENT NAME	DIF DATA BOUNCE PART HUMBER	VEHICLE DATE DIF T	\$17E	E E	VENDOR NAME VENDOR PART MO	
·	INBERUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FAR-A-A-A-ARTO TRANSDUC PRESSURE TRANSDUCER	# 4 P P P P P P P P P P P P P P P P P P	69 E B B B B B	FACTORY	* 55 t	YES SERVORE:	•
	FAILURE WOLE-FAIL TO OPE FIN A. THE MARKES WAS BA BUST, ENGINE MTO, PUMP IN	FAILURE WOJE-FAIL TO OPERATE AT PRESCRIBED TIME, THE TRANSDUCER REPORTEDLY FAILED MMEN NO OUTPUT WAS RECEIVED FROM Pin a. The Harners was batispactory and pressure variations (full Mange) caused no output, this transducer measures sust, engine mtd. Punp inlet pressure (neaburenent hispp).	JCER REPORTEDLY FAIL (FULL SANJE) CAUBED	ED WHEN NO NO CUTPUT.	THIS TR	MAB R	WHEN NO OUTPUT MAB RECEIVED FROM OUTPUT: THIS TRANSOUCER MEASURES	
	COMBECTIVE ACTION-FAILURE NOT C	COMRECTIVE ACTION-FAILURE MOT COMFIRMED, RELIABILITY FAILURE ANALYBIB GROUP REGUEDTED INVESTIGATION OF POSSIBLE EXT Rnal cause of reported failure.	L AMALYBIB GROUP REG	UEBTED INV	EBTICATI	8	POSSIBLE EXT	
 	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	A-SG-E4-3272-F : RUSCARNIER OBCILLATOR	FAR E7-01889-8	#30181 F	FACTORY	YES NO	BEN01X 105884-7-6A	F
	FAILUME MODE-FAIL DUMING ESSIVE MOISE OCCURRED WIT	IL DUMING OFERACION, FREGUENCY BHIFTS & TO 3D FERCENT OF INFORMATION BAND WITH WERE OBSERVED AND EXC URRED WITH 2.3 VOLT D.C. INFUT, POOR GROUND CONNECTION IN FILTER METWORK CAUSED PROBLEM.	D PERCENT OF INFORMA CONNECTION IN FILTER	METWORK C	WITH WER	7 08 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ERVED AND EXC	
	CORRECTIVE ACTION-VENDOR	ON-VENDOR SUFPLIED IMPROVED INSTRUCTION DOCUMENTS AND TRAINING AIDS FOR INPROVED MCARMANSHIP.	MENTS AND TRAINING A	IDS FOR IN	PAOVED W	OZXMA	Name .	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	CT-98-24-109-P : PRESSURE TRANSDUCER	FAR 7-01723-11	630121	E 1 2	4 C M	YES BOURNS	* * * * * * * * * * * * * * * * * * *
	FAILURE MODE-OUT OF TOLE BEEM CAUSED BY AM INCORPE TESTING OF THE TRANSDUC E TRANSDUCER WAS OVERFRES	FAILURE MODE-OUT OF TOLERANCE, TRANSDUCER OUTPUT INDICATED 2.8 TOO HIGH, WITH 9 PSIG APPLIED. IEEH CAUSED UT AM INCORPECTLY ADJUSTED BELLOMS STOP. CAUSING THE MIPER ASSENBLY COLLAR TO SLIP TESTING OF THE TRANSDUCER. THIS MOULD STRETCH THE BELLOM AS IN OVERPRESSURITATION. THE YEMDOR: HANSDUCER WAS OVERPRESSURITATION. THE YEMDOR	8.8 TOO HIGH, WITH B THE WIFER ASECHBLY IN OVERPRESSURITATI	COLLAR TO COLLAR TO ON. THE VE		FAIL MOT	THE FAILURE HAF HAVE UPWARDS DURING VACUUM DID NOT PROVE THAT TH	
1	CORRECTIVE ACTION-RAR BY UE TO LOOSE SET SCREW OR	ON-RAR SP-88-21-3748 REGUESTED VENDOR DESIGN AND GUALITY CONTROL ACTION TO PREVENT COLLAR SLIPPAGE. Screw or incorrect adjustment of the Belloms BTOP.	AND SUALITY CONTROL	. ACTION TO	PREVENT	COLI	AR BLIPPAGE O	
1	IMBTRUNENTATION-A/B TCLEMETRY BET AND TRAMBOUC ERB	NZ-A9-24-3261-F PRESSUME TRANSDUCER	FAN 87-01306-39	1930	FACTORY	8 9	SER YON I C	
8	FAILURE MODE-ERRATIC OPE M DEFECIENCY INVOLVIME LC	RATIC OFERATION. 12 PERCENT SPIKING COSERVED DURING COMPOSITE RUN. THIS TRANSDUCER HAD A KNOWN DESIC POLVING LOW MIPER TENSION: EXCESSIVE WIPER TIP HASS: AND AN UNDANPED BOUNDON TUBE.	DURING COMPOSITE RIP P MASS, AND AN UNDAN	M. THIR T	TANSOUCES	H AO	A KHOWN DERIC	
			general and the second				PA6C 0374	

CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"ALRSORME

3	***************************************	00 698478		•			22 May 10	8		¥ !
VENDOR NAME VENDOR PART NO	Assessment of the Assessment o	BENDIX MONTROS K 1096489	ART. FAILURE.	YES BENDIX NO 1069083-E-AA	OT CONFIRM TH		TEXAS NEGATIONS	E DURING FACT	YES FIFTH DIN	S STRANDED WIRE
TIME DIF OTH		PACTORY YES	AILURE TO BT NEW P/N PACK IF.	BO-FAC YES	MLY818 DID N		FACTORY YES	OF TOLERANC	FAC YES	O BREAKAGE O
E VEHICLE DATE DIF	THE TRANSDUCE	630119	ERBPEED AND F THAN ORDER A P/N E7-01E3	430117	E. PAILURE AN		430117	ENCY MENT OUT	139-0	LIMITS: DUE Y
DIF DATA SOURCE PART NUMBER	ENDOR REDESIGNED	7 A R	OR OVERBFEED, UND RACE TO DO OTHER ES OTHER THAN THI	FAR 84-05986-948	THE COMPOSITE LIM AURED THE FAILURE		FAR 27-12290-619	ATOR GUTFUT FREGU	7. A.P	VE SPECIFICATION (
TEBT/REPORT NUMBER FAILES COMPONENT NAME	COARECTIVE ACTICH-IN STOCK TRANSDUCERS VIBRATION TESTED. VENDOR REDESIGNED THE TRANSDUCER.	ABB-24-3487-F CORMUTATOR-MOTOR	FAILURE WOLL-OUT OF TC."**HCE, THELVE (12) MERK REJECTED FOR OVERSPEED, UNDERSPEED AND FAILURE TO START, FAILURE AN LYSIS CONCLUDED THAT TOO AANY PROSLEMS EXISTED ON THIS PACKAGE TO DO OTHER THAN ORDER A NEW P/N PACKAGE. CORRECTIVE ACTION-ALL FUTURE PURCHASES WILL SPECIFY PACKAGES OTHER THAN THIS P/N 27-01237.	H6-80-24-3335-P OSCILLATOR	DURING OPERATION BY LOADING DOWN THE COMPOSITE LINE. FAILURE ANALYSIS DID NOT CONFIRM THE IN THE CONRECTOR AND COUND HAVE CAUSED THE FAILURE.		MG-99-24-3301-F Cacillator	FAILURE MODE-OUT OF BFECIFICATION OR TOLERANCE. THE OBCILLATOR OUTFUT FREGUENCY MENT OUT OF TOLERANCE DURING FACTOR TESTING BUT COULD NOT BE CONFIRED BY FUNCTIONAL TESTING. CORRECTIVE ACTIOM-UNKNOWN, REPORTED FAILURE COULD NOT BE CONFIRMED.	8P-99-34-3192-F COMMUTATCA-MIRING	SPECIFICATION. THE WOISE LEVEL WAS ABOVE SPECIFICATION LIMITS, DUE TO BREAKAGE OF STRANDED WIRE.
BUB-BTEN BUB-BTBTEN	CORRECTIVE ACTICU-IN BTOCK TR	INSTRUMENTATION-A/B ADD- TELEMETRY BET AND TRANSDUC COMM ERB	FALLURE HODE-OUT OF TO. "THCE ALVAIS CONCLUDED THAT TOO ANNY CORRECTIVE ACTION-ALL FUTURE	INSTRUMENTATION A/B HG-9 TELEMETRY BET AND TRANSDUC OBCI	FAILURE MODE-UNIT FAILED DURING FAILURE, DIRT MAS PRESENT IN THE	CORRECTIVE ACTION-UNKNOWN.	INSTRUMENTATION-A/9 HG-9 TELEMETRY BET AND TRANSOUC CBCI ERS	FAILURE MODE-OUT OF BPECIFICATION OR TOLGRANCE, THE OBCILL I TESTING BUT COULD NOT BE CONFIRIED BY FUNCTIONAL TESTING. CORRECTIVE ACTION-UNKNOWN, REPORTED FAILURE COULD NOT BE C	INSTRUMENTATION-A/B SP-9 TELEMETRY SET AND TRANSDUC COMM	FAILURE MODE-OUT OF SPECIFICA

SENERAL DYNAMICS CONVAIR DIVISION

**** HOT *1

		******	# 6 6 7 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			s : : : : : : : : : : : : : : : : : : :			***************************************					
	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO		ROBEHOUNT B.	EITHER THE R	•	######################################	LLOWED. CAUSE OCCURRED DUR			A JUNPER WIRE ACTORY.	TO VERIFY THA		OR 0-4 MAD AN COMDITIONER	-
	P O TH	M AND IN	# 0H	OED THAS		9 0	ENT 18 AI		V VE	8AT1VE. /	PECTION	4 VES	TRANBISTO	
	TINE O	H PROCRA	ž.	ום כסאכרת		FACTORY	1.0 PERC		FACTORY	IAS INOPE	THE NO G	FACTORY	EVEALED 1250-4	
ALRBORNE	VEHICLE DATE DI	4 TRAINI	1620	AD. 87 W.		1990	OR HINUS	•	135F	HECKOUT)	AS INFOSE	2000 430114	MALY 518 5 8. M/A 21	
STRUMENTATION SYSTEM"	DIF DATA SOURCE PART NUMBER	REVIEW THEIR BOLDERIN	7-0:648-7	EN FROM TRANSDUCER HE JT.	OR ON ALL FUTURE ORDE	FAR 7-01731-0	DO PERCENT WHEN PLUS 7 A DEEP GOUGE IN THE	JORINANSHIP STANDARDS	FAR 87-12571-699	MONITOR POINT FOR C	AFTER HODIFICATION N	7 A R 1 A B B B B B B B B B B B B B B B B B B	NO OUTPUT, PAILURE A HEIR SPECIFIED LIMIT	
DIFFICULTIES REVIEW-INSTRUMENTATION STRUEM-AIRBORNE	TES"/REPORT NUMBER FAILED COMPONENT NAME	CORRECTIVE ACTION-REDUESTED VENDOR (FIFTH DIMENSION) TO REVIEW THEIR SOLDERING TRAINING PROGRAM AND IMPROVE THEIR I SPECTION PROCEDURE :: (SEE GD/C 87-89-84-5890):	A-50-64-8446-F PRESSUR TRANSOUCER	FAILURE WODE-STRUCTURAL, ELECTRICAL COMMECTOR FOUND BROKEN FROM TRAMBDUCER MEAD, IT MAS CONCLUDED THAF EITHER THE M Atime commector was over torqued or danaged during checkout.	18 CHANGING TO A MELDED COMMECTOR ON ALL FUTURE ORDERS.	SP-AS-KA-1260-F PRESSURE TRANSDUCER	FAILURE MODE-OUT OF TOLERANCE. STATIC ERROR BAND WAS "4.08 PERCENT WHEN PLUS OR MINUS 1.0 PERCENT IS ALLONED. CAUSE OF FAILURE MAS 17 SHORTED TURNS OF FLEKENT WIRE CAUSED BY A DEEP GOUGE IN THE ELEMENT. THIS COULD ONLY OCCURRED DUR NG VENDOR ASSENSLY OF THE PART.	COMRECTIVE ACTION-VENDOR IMITIATED A BERIEB OF IMPROVED MORIHANSHIP STANDANDS.	A-09-RA-UIRCA-F TLM CAMINTER-WINING	FAILURE MODE-FAIL TO OPERATE AT PRESCRIEED TIME, A 28 VDC MONITOR POINT FOR CHECKOUT MAS IMOPERATIVE. A JUMPER WIRE Mithim the transmitter was missiff the jumper was added by Modification but was mot installed by the pactory.	REDUINEMENT TO RING OUT ALL PACKAGES AFTER MODIFICATION WAS INFOSED ON INSPECTION TO VERIFY THA	A-88-284-3320-F Transverter-Transsetor	FAILURE WOOK-ELECTRICAL OPEN. UNITWAR REJECTED AB HAVING NO OUTPUT. FAILURE ANALYBIB REVEALED TRANSISTOR 8-4 HAD AN Open bare lead. Transistors 8-1 and 8-7 had sains above their specified linits. W/A 27-12550-815 Signal Comditioner	
***************	SYSTEM SUB-SYSTEM	CORRECTIVE ACTION-REGUEST MAPECTION PROCEDURE : 18EE	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	FAILURE MODE-STRUCTURAL. ATIME CONNECTOR MAS OVER T	CORRECTIVE ACTION-VENDOR	INSTRUMENTATION-A/B TELEMETRY PT AND TRANSDUC CAB	FAILURE MODE-OUT OF TOLER OF FAILURE WAS 17 SHORTED ING VENDOR ASSEMBLY OF THE	CORRECTIVE ACTION-VENDOR	INSTRUMENTATION-A/B TELEMETRY &ET AMD TRANSDUC ERB	FAILURE MODE-FAIL TO OPER WITHIN THE TRANSMITTER MA	CORRECTIVE ACTION—A REGUL T ADDED JUNPERS AND WIRES	INSTRUMENTATION-4/B TELEMETRY BET AND TRANSDUC ERB	FAILURE MODE-ELECTRICAL O OPEN BASE LEAD, TRANSISTO,	

	ひょうないいしによいのか、女内というないないないないというな、ちゃらいな。ちょうののとうないのと	RUMENTATION STRIKE	INBORM			_
STSTEN SUB-STEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE FART NUMBER	VEHICLE BITE DATE DIF TIME DIF	1 0 TH	PRI VENDOR HAME OTH VENDOR PART NO	
CORRECTIVE ACTIOM-INSPECTION PERSONNEL	I-INSPECTION PERSONNEL WERE HOTIFIED OF THE FAILURE, AN INVESTIGATION DID NOT REVEAL ANY REASON FOR HRES TO CAUSE PHYSICAL DAMASE TO COMPONENTS.	E FAILURE, AN INVEST	16ATION DID NOT	REVEAL	ANY REABON FOR	:
INSTRUMENTATION-A/B A- IELEMEIRY SET AND TRANSDUC BU ERS	A-88-E4-3182-F BUB A88EMBLY	FAR 87-12468-1	SECTORY	1	YES 60/A NO	•
FAILURE MODE-OPEN-ELECTRICA Installed.	FAILURE MODE-OPEN-ELECTRICAL, THE BUS ASSEMBLY FAILED WHEN PIR Y MAS FOUND OPEN. A 100 OHH RESISTOR HAD NEVER SEEN Installed.	FIN Y WAS FOUND OF	.М. А 100 ОМИ RED	18 TOR	HAD NEVER BEEN	
CORRECTIVE ACTION-INSPECTIO	CORRECTIVE ACTION-INSPECTION AND SHOP WERE MADE COGNIZANT OF THIS DISCREPANCY AND WERE INSTRUCTED TO WITHESS CAREFU LLY THE ELECTRICAL CHECKS BEFORE AND AFTER POTTING OF BUS ASSEMBLIES.	OF THIE DISCREPANCY LESEMBLIES.	AND WERE INSTRUC	720 10	WITNESS CAREFU	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC CC	A-89-E4-3173F TRAMBDUC COMMUTATOR-NOTOR	FAR N/A 27-12315	630114 FACTORY		YES SENDIX-MONTROS NO E 1086483-48	
FAILURE MODE-CUT OF TOLERANCE, DURING MANUFACTURING AND SPECIFICATIONS ALLOW 5.0 PLUS OR MINUS 0.25 RPS.	CF TOLERANCE, DURING MANUFACTURING TEBTING OF THE TELEMETRY PACKAGE, THE MOTOR SPEED WAS 5.27 RPS.	46 OF THE TELEMETRY	PACKAGE THE MOTO	# # # # # # # # # # # # # # # # # # # #	D WAS 5.27 RFS	
CORRECTIVE ACTION-INCREASED REJECTIONS OF THESE MOTORS.	CORRECTIVE ACTION-INCREASED THE SPEED TOLERANCE FROM PLUS CR MINUS S PERCENT TO PLUE OR REJECTIONS OF THESE MOTORS.	CR MINUS S PERCENT	TO PLUE OR MINUS	• PERC	HINUS & PERCENT TO HINIMITE	
INSTRUMENTATION-A/D TELEMETRY BET AND TRANSOUC PS	D SP-AG-22-5284-F Transouc Pressure Transoucer	7.01720-5	1260 FACTORY 630114	F 5	BERYONIC H-75	6 5 5 6
FAILURE MODE-STRUCTURAL, STATIC ERROR WAS "S.C ic fluid between sourdom tuse amd case causing is smoked e pimhole leaks in the brazed emd of		IA PERCENT, FAILURE CAUSED BY ENTRAPHENT ON COUNTERACTION OF PORT PRESSURE CAUSING TRESCURDOM TURE CAUSED BY POOR YENDOM BRAZE.	TRAPMENT OF PRESS CAUSING TRANSDUCT GOR BRAZE.	TO A	EAD LOW. ANALYS	
CORRECTIVE ACTION-VENDOR IN	CORRECTIVE ACTION-VENDOR INCORPORATED NEW PROCEDURES TO PREVENT RECURRENCE OF THE FAILURE EFFECTIVE IS DEC	REVENT RECURRENCE OF	THE FAILURE EFF	CTIVE	18 DEC 62.	
INSTRUMENTATION-A/S TELEMETRY SET AND TRANSOUC FI	HG-A8-E4-3148F Filter, Electrical-Capacitor	FAR 27-11111-018	830114 FACTORY		7£8 60C NO	
FAILURE MODE-OUT OF TOLERAN	OF TOLERANCE. THE ABORT SENSING CONTROL UNIT WAS REJECTED WHEN THE RISETINE FOR THE LIGUID OXYGEN	UNIT MAB REJECTED WH	EN THE RIBETIME	M. T.	LIGUID OXTEEN	

BENERAL DYNAMICS CCHVAIR DIVISION

**** *** **

DIFFICULTIES SEVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

8	8 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	·			777
VEHICLE BITE PRI VENDOR PART NO	RECT CAPACETS	YES BENDIX-PACIFIC NO 1051440-4-B EFORYEDLY READING OUND TO BE CRACKED			MO TRY BYBTEM CHECKC IFIER SOLDER JOII ED BY POOR SOLDER MB. IMSPECTORS. /
7. PR.I	AN SHCON	MY YES NO HO NA REPOS NA FOUNC		\$ 9	MY YES NO NO LEHETRY CAUSED E
1 817E	TION ER	FACTORY OLTAGE WAS IN TUBE WAS			PACTORY URING TELE CRYSTAL RE CRYSTAL RE CRYSTAL RE CRYSTAL RE CRYSTAL RE
VEHICLE DATE DI	INSTALLA	630111 F PLATE V FERLY. TH		134-F	6301D4 DAT LOW D DAY, THE THE FAIL THE FAIL
DIF DATA SOURCE PART LUNGE	MA. THE FAILURE WA	FAR 87-01873-888 ER OSCILLATOR TUBE BE OPERATING PROF		FAR ET-1ESTE-843 AILURE WAB HOT CO	ET-SETEE-BOI BY-SETEE-BOI ING ABOUT IS PERCE FRING WAS HORMAL.
TEST/REPORT NUMBER FAILED COMPONENT NAME	BMITCH TELEMETAT MEABURENENT MAS OBSERVED TO BE UNUSUALLY LONG. THE PAILURE MAS ATTRIBUTED TO AN INCORRECT CAPACITOR INSTALLED IN THE TELEMETAL FILTER. CORRECTIVE ACTION-MANUFACTURING AND INSPECTION PERSONNEL MERE ADVISED OF THE INSTALLATION ERROR. TIGHTER SURVEILLANCE IS BEING MAINTAINED IN THE ELECTRONICS MANUFACTURING AREA.	A-09-E4-3346-F RAMBDUC POWER BUFLY-TURE RT-01873-895 RO 1053440-4-8 RO 1053440-4-8 OF SPECIFICATION OR TOLERANCE-THE BURCARRIER OBCILLATOR TURE PLATE VOLTAGE WAS REPORTEDLY READING REGULATOR TURE V-101 WAS DISCOVERED NOT TO BE OPERATING PROFERLY. THE TURE WAS FOUND TO BE CRACKED MANDLEN.	i	A-198-24-3156-F RANSDUC COMMUTATOR BT-18372-543 63010 BT-18372-543 63010 BT-18372-643 63010 BT-18372-643 63010	FAREMETRY SET AND TRANSDUC CRYSTAL RECTIFIER-WIRING RT-12762-801 630104 FACTORY YES BENDIN NO IELEMETRY SET AND TRANSDUC CRYSTAL RECTIFIER-WIRING RT-12762-801 NO NO IELEMETRY STRING CRYSTAL RECTIFIER SOLDER JOINT THE CRYSTAL RECTIFIER WAS REPLOTED AND OPERATION WAS POUND TO BE SATISFACTORY. THE CRYSTAL RECTIFIER SOLDER JOINT S WERE EXAMINED AND FOUND TO BE POOR, OPERATION AFTER RESOLDERING MAS MORNAL. THE FAILURE WAS CAUSED BY FOOR SOLDER JOINTS. CORRECTIVE ACTION-CONVAIR NOW RESUIRES THE TRAINING AND CERTIFICATION OF ALL ELECTRONIC TECHNICIANS, INSPECTORS, AND D ASEEMBLY FERDONIEL IN A SOLDERING TECHNISUE SCHOOL.
#*##### #U#-#*####	SMITCH TELEMETRY MEASURENT INSTALLED IN THE TELEMETR CORRECTIVE ACTION-MANUFACE IS BEING MAINTAINED IN	INSTRUMENTATION-A/B A-88-E4-3348-F FELEMETRY SET AND TRANSDUC POWER SUPPLY-TUBE FRS FAILURE MODE-OUT OF SPECIFICATION OR TOLER HIGH. THE VOLIAGE REGULATOR TUBE V-103 MAS: , CAUSE OF CRACK UMKNOWN.	CORRECTIVE ACTION-UNKNOWN.	INSTRUMENTATION-A/B A-99-E4-5184-F TELEMETRY SET AND TRANSDUC COMMUTATOR ERS FAILURE MODE-OUT OF TOLERANCE, COMMUTATOR SPEE CORRECTIVE ACTIOM-MOME, FAILURE NOT CONFIRMED,	TELEMETRY SET AND TRANSDUCERS FAILURE MODE-OUT OF TOLES T, THE CRYSTAL RECITIER , S WERE EXAMINED AND FOUND JOINTS. COMRECTIVE ACTION-CONVAIR D ASSEMBLY FERUONEL IN A

*** ***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORMS	MENTATION SYSTEM'S	RBORNE			
ATATEM BUG-STATEM	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA BOURCE PART HUNDER	VEHICLE BITE PRI DATE DIF TIME DIF OTH	PAI VEND	VENDOR HANE	
INSTRUMENTATION-A/B FELEMETRY SET AND TRANSDUC ERS	87-88-44-8184-F Amplifiem Differential	FAR 87-01444-8	630103 PACTORY	VES KINETICS NO M798	4114	## PA
FAILURE MODE-FAIL DURING	DURING OPERATION, THREE AWELFIERS OSCILLATED DUE	ATED DUE TO BENBLTI	TO BENBITIVITY TO THE BIGNAL CONDITIONER LOAD.	. combition	NER LOAD.	
CORRECTIVE ACTION-ALL DIFFER STOCK AND RETURNED TO VENDOR.	CORRECTIVE ACTION-ALL DIFFERENTIALAMPLIFIERS OF P/M 87-01444-\$ MADE BY KINETICS MITH S/M BELOW 61 WERE PURGED FROM .tock and returned to vendom.	4-5 MADE BY KINETIC	B WITH B'N BELOW	11 VERE PU	REED FROM	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	A-99-24-3144F Connector-wiring	FAR 87-18578-895	134F FACTORY 630103	YES BENDIX NO 105690	\$68001X \$036900-805	*******
FAILURE WODE-STRUCTURAL. A BROKEM WIRE AT THE SOLD	FAILURE MODE-STRUCTURAL. FAILED WHEN CHANNEL C DID NOT RESPUND TO VOLTAGE INPUT STIMULUS. THE FAILURE WAS CAUSED SY A BROKEN WIRE AT THE BOLDER CONNECTION FOR PIN J OF PLUS 103ULJS.	OND TO VOLTAGE SWPU	T STIMULUS. THE F	AILURE WAS	CAUSED BY	
CORRECTIVE ACTION-QUALITY REVIEWE TO INSURE PROPER PROFER HANDLING OF EQUIPME	-BUALITY CONTROL IS MAINTAINING BURVEILLANCE OF PROCEDURAL ADHERANCE, BUBASSENBLY PROCEDURES WERE PROPER INSTALLATION OF ALL EBUIPHENT. RESPONSIBLE PERSONNEL WERE INSTRUCIED IN THE IMPORTANCE OF EQUIPHENT AND PARTS.	CE OF PROCEDURAL AD PONSEL PERBONNEL	HERANCE, BUBASSEM Were instructed i	BLY PROCED N THE IMPO	UHES WERE RTANCE OF	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	\$P*89-24-3E35-C COMMUTATOR-6EAR MOTOR	6-06000-0 844	630102 FACTORY	¥ 0	RCED AND REEDE 1096483-63	***************************************
FAILURE MODE-ERRATIC CMPE M BTOCh,	TIC CAPERATION DUMING FACTORY CHECKOUT. FAILURE WAS NOT ANALYIZED AS THIS GEARNOTOR WAS PURGED FRO	ILUME WAS NOT AMALY	12ED AB THIS SCAR	MOTOR WAS	PURSED TRO	and the second s
CORRECTIVE ACTION-NOME. I	THES CEARMOTOR IS NO LONGER BEING M	MANUFACTURED AND MAS SEEN PURSED FROM STOCK.	BEEN PURCED FROM	STOCK.		
INSTRUMENTATIOM-A/B TELEMETRY SET AND TRANSDUC	8P-99-24-3177-F Amplifier-differental	7.5.7 87-03444-8	630102 FACTORY	÷ 5	MINETICS MT98	· · · · · · · · · · · · · · · · · · ·
FAILURE MODE-FAIL DURING OUMDING OF THE AMPLIFIER T	DURING OFERATION, DIFFERENTIAL ANPLIFIER WOULD NOT ZERO. AMPLIFIER FAILURE WAS DUE TO IMPROFER OR LFIER TO TEST SET.	WOULD NOT ZERO. AMP	LIFIER FAILURE WA	8 DUK TC 1	MPROPER SR	
CORRECTIVE ACT! " NOME-CO	COARECTIVE ACT! "I-WOME-CORRECTIVE ACTION HAD BEEN TAKEN BY INCLUSION OF TCA-1 TO EOF 330.771 PROVIDING A BETTER SRO	INCLUSION OF TCA-1	TO EOF \$50.775 PI	OVIBING A	BETTER 680	

SEMERAL DYNAMICS CONVAIR DIVISION

**** **** ***	DIFFICULTIES SEVIEW-INSTRUMENTATION SYSTEM'AIRSONME	RUMENTATION SYSTEM"	INBORNE				
8787EM 808-8787EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF		# 5 # 2 # 2	VENDOR HAME VENDOR PART NO	
UNDTINE METHOD.	apadangani distantere dabani dakatukan de paramakan dapada daramakan daparen daparen daparen daparen galan dap						******
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSOUC ERS	A-AB-E4-3E4E-F TRANBOUCER	FAR 7-01781-9	1346	FACTORY	YES 1	YES BOURNS Yes 71724-0-38-752	1001
FAILURE MODE-OUT OF TOLER AILURE WAB MOT COMFIRMED.	FAILURE MODE-OUT OF TOLERANCE. TRANSDUCER FOR MEABUREMENT HISP INDICATED SO PERCENT I Ailure was not compirmed. Reported Failure must have been external to the transducer.	HISP INDICATED SO PEXTERNAL TO THE TRANS	RCENT WHEN DUCER,	SS PERCE	ž	SO PERCENT WHEN SS PERCENT WAS EXPECTED. F Transducer.	
CORRECTIVE ACTION-NONE. F	CORRECTIVE ACTION-WOME, FAILURE MAS NOT CONFIRMED.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	A-99-E4-3191F CCHNUTATOR BRUSH	7AR 87-01366-5	430302	FACTORY	20	FIFTH DIM. RESC-155	4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
FAILURE MODE-OPEN JELECTRICALJ. EN. IT IS POSSIBLE THAT 289 DC C BERED SEGMENTS ARE CONNECTED TO IS POSSIBLE FOR INFORMATION REGN NT TO BURN BRUSHES AND SEGMENTS.	FAILURE WODE-OPEN JELECTRICALJ. THE LONG-WIRE CENTER BRUSH WAE BURNED AND PARTIALLY MELTED. MINE SECHENTS SHOWED OP EN. IT IS POSSIBLE THAT 28Y DC CAN BE APPLIED TO THE INFORMATION JODD NUMBERED! SECHENTS OF THE COMMUTATOR BERED SECMENTS ARE CONNECTED TO NEGATIVE PEDESTAL WOLTAGE. COMMUTATOR BRUSHES MAKE BEFORE THEY BREAK. THEREFORE, IT IS POSSIBLE FOR INFORMATION SECHENTS TO BE DIRECTLY CONNECTED TO NEGATIVE PEDESTAL WOLTAGE PRODUCING EXCESSIVE CURRE	I MAÉ BURNED AMD PAR MATION /OOD NUMBERED COMNUTATOR BRUBHES ! IED TO NEGATIVE PEDE:	TIALLY MELT * BEGWENT\$ * TAKE BEFORE TTAL VOLTAGE	ED. NINE OF THE CC THEY BRE E PRODUCI	AND TA	HTS SHOWED OF TOR. EVEN NUM HEREFORE, IT CESSIVE CURRE	
CORRECTIVE ACTION-A DESIG	ACTION-A DESIGN CHANGE WAS MADE BY INBERTING A TO LIMIT THE CURRENT. CHANGE-V: DATED 1-3-63 ON	A 33 KILOHN RESISTOR BETWEEN THE EVEN NUMBERED SCEMENTS AND ON YENDOR DWF PS-3403-501.	DETWEEN THE	EVEN NU	BEREC	SEGNENTS AND	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	8F-98-24-3136-F TAPE RECONDER	7AR F7-01657-1	134-F 621230	FACTORY	. Q	YES APPLIED MAGNET NO IG	
FAILURE MODE-FAIL DURING OFERATI . TELEMETRY PACEAGE AND FRICTION O THE RECORDING AND TRANSMITTING	ON AFTER A 2-HOUR HEAT SOFTENED THE HEADS.	CONTINUOUS OPERATION THE TAPE RECORDER WAS STOPPED FOR 3D MINUTES TAPE OKIDE COATING SONDING AGENT, PERMITTING THE TAPE TO ADHERE T	PE MECORDER AGENT, PERY	WAS STON	7 T T T T T T T T T T T T T T T T T T T	FOR SO MINUTES	
CORRECTIVE ACTION-THE TAN POWER TO CREATE SUFFICIENT MITTIMG MEADS.	CORRELIIVE ACTION-THE TAPE RECORDER VENDOR 18 INSTALLING A DIFFERENT INVERTER TO INCREASE THE DRIVING MOTOR OUTPUT POWER TO CREATE BUFFICIENT FORCE ON THE MAGNETIC TAPE TO PREE IT FROM AN ADMENED POSITION ON THE RECORDING AND TRAM MITTIMG MEADS.		TO INCREATED POSITION	E THE DR	14116	INVERTER TO INCREASE THE DRIVING MOTOR GUTFUT AN ADMERED POSITION ON THE RECORDING AND TRANS	
						0980 3944	

SCHERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

SVATER BUB-SVATER	TEST/SEPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUMBER	VEHICLE DATE DIF	VEHICLE BITE DATE DIF TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	. £	
HETRUMENTATION-A/B ELEMETRY BET AND TRANSDUC R.R.	8P-86-24-3818F OSCILLATOR	7-01664-888	988 188 98 188	FACTORY	NO BENDIX-PACIFIC	70100	•
FAILURE MODE-DRIFT, OSCIL	. OSCILLATOR DRIFT CAUSED INCONSISTENT BATA.	. . .				·	
CORRECTIVE ACTION-WOME, THE REPORTED FAILURE M PART TO BE REJECTED, THE SPEC, CONTROL DRAWING I US ABRUFT SHIFTS IN THE OSCILLATOR FREGUENCIES.	MONE. THE REPORTED FAILURE WAS NOT COMFIRMED. MISINTERPRETATION OF THE SPECIFICATIONS CAUSED. THE SPEC. CONTROL DRAWING WAS CHANGED TO CLARIFY THE DESIGN CRITERIA PERTAINING TO GRADUAL. THE OSCILLATOR FREGUENCIES.	MED. MIBINTERPRETAT D CLARIFY THE DEBIG	ION OF THE N CRITERIA	. PERTAINS	TIONS CAUSED 1	THE	
HSTRUMENTATION-A/B FELEMETRY SET AND TRANSOUC RS	87-88-84-38:41F OGCILLATOR	7AR 7-01488-887	92128	FACTORY	4E8 BENDIK NO 1041881-13-K	*	•
FAILURE MODE-OUT OF SPECT ACTERISTICS.	SPECIFICATION, OSCILLATOR COULD NOT BL ADJUSTED TO MEET SPECIFICATION, VACUUM TUBE CHAMGED CHAR	ADJUSTED TO MEET SP	ECIFICATIO	M. VACUUM	TUBE CHAMSED O	# # # # # # # # # # # # # # # # # # #	
CORRECTIVE ACTION-CHANGE	. TO LIGHTWEIGHT TELEMETRY CANISTER WITH SOLID STATE OSCILLATOR.	WITH SOLID STATE OS	CILLATOR.			Ì	
HSTRUMENTATION-A/B FELEMETRY BET AND TRANSDUC	A-A0-24-3234-F Tramsoucer	FAR 7-01731-8	1346	FACTORY	VES BOURNS MO 71724-0-35-752	408.904	•
FAILURE MODE-CONTAHINATIC STORTION WHEN ZERO MAB EXP VE CAUSED THE REPORTED FAI	FAILURE MODE-COMTAMINATION. TRAMBOUCER FOR MEASUMEMENT MESP INDICATED SE PERCENT TELEMETRY INFORMATION BANDWIDTH DI Stortion when zero was expected. Failure was not confirmed, Homever, a long fiber found in the bilicone oil could ha Te caused the reported failure by longing between the wiper and the rebistance coil.	INDICATED SE PERCE HOMEVER, A LONG FIB AND THE RESISTANCE	NT TELEME ER FOUND COSL.	IRY INFORM IN THE BIL	ATION BANDWIDTH	äŧ	
CORRECTIVE ACTION-RESUEST OF THE SILICONE OIL.	CORRECTIVE ACTION-REBUESTED THE VENDOR REEXAMINE THE TRANSDUCER CLEANING PROCEDURES AND INVESTIGATE THE CLEANLINESS OF THE SILICONE OIL.	UCER CLEANING PROCE	DURES AND	IMVESTICA	TE THE CLEANLIP		
HSTRUMENTATION-A/B FELEMETRY BET AND TRANSDUC RS	86-99-24-3193F Harkeb	FAR 87-11464-881	1390	FACTORY	5 9		
FAILURE MODE-OPEN CIRCUIT. MAS BROKEN INSIDE POTTING.	CIRCUIT, MIRE TIEGSAER WAS FOUND OPEN BETWEEN PIN P OF PLUS EPE AND PIN T OF PLUS 3PS. SINCE WIRE POTTING, IT WAS DANASID DURING ASSEMBLY.	MEN PLN P OF PLUS	DIA STE	# 90 F H	Ue SPB. BINCE !	¥ ::	
CORRECTIVE ACT. :-APPROPR	APPROPRIATE PERSONNEL WERE INFORMED OF THE DISCREPANCY, AND THE IMPORTED OF FOLLOWING THE INSPE	E DISCREPANCY, AND	THE BECOME	TANCE OF F	OLLOWING THE INSPE	¥	
					LANK		

SEMERAL DYNAMICS CONVAIR DIVISION

** 104 1980

DIFFICULTIES REVIEW-INSTRUMENTATION S'STEM'AIRBORNE

BVBTEN BUB-DYBTEN	TESTARFORT NUMBER PAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITK TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	<u>.</u> 2
CTION PROCEDURES TO PREVENT	PREVENT THIS TYPE OF FAILURE.					007070
INSTRUMENTATION-A/8 TELEMETRY SET AND TRANSDUC ANGERS	69-89-84-8161-7 AMPLITIER-CAPACITOR	FAR 87-01444-8	017130	FACTORY	YES KINETICS NO N-798	***************************************
FAILURE MODE-OFEN-ELECTRICAL	FAILUME MODE-OFEN-ELECTRICAL, DIFFERFYTIAL AMPLIFIER FAILED MMEN IT HAD NO OUTPUT : OM. AMPLIFIER FAILURE WAS DUE TO A SHORT CIRCUIT OF CAFACITOR C-S DURING VISRATION.	WEN IT HAD NO OUT	FUT FROM E.	THER CH	NO OUTPUT FROM EITHER CHANNEL AFTER VIBRATI. VIBRATION,	
CORRECTLYE ACTION-A VIBRATION REQUIREMENT, EMG INSPECTION PROCEDURE FOR THIS AMPLIFIER,	A VIBRATION REQUIREMENT, IN ACCORDANCE WITH MANUFACTURING SPECIFICATION TO BE ADDED TO THE RECEIV Edure for this amelifier,	TH MANUFACTURING BP	ECIFICATIC	N TO BE /	IDDED TO THE REC!	à
INSTRUMENTATION-A/B A-TELEMETRY BET AND TRANSDUC CONERS	A-99-E4-3112-F COMMECTOR, ELECT-PIM	FAR 87-12573-885	134F	FACTORY	YES BENDIK NO	447
FAILURE MODE-FAIL DURING CPI 9. THE FAILURE MAS CAUSED BY CCHNECTOR PINS MAS A POASIBL	DURING CPERATION, THE TELEPAR PAILED MHEN THERE WAS A LOSS OF COMMUTATION OM SUBCARRIER CHANNEL. Caused by the misalignment of the Male Cormector on the differential amplifier. Tarmishing of th a possible contributing cause of failure.	FAILED WHEN THERE WAS A LOSS OF COMMUTATION ON SUBCARRIER CHANNEL S. The Male Commetor on the differential amplifier. Tarnishing of the cof yailure.	FRENTIAL A	TON ON BE	BCARRIER CHANNEL	- <u> </u>
CORRECTIVE ACTION-THE AMPLIS PROVIDING VERY RIGIO WOUNTING IRE USE OF THE DA-15°, 4153, AK\$ ARE BEING PHASED OUT.	CORRECTIVE ACTION-THE AMPLIFIER HAS BEEN COMPLETELY REPACRACED. THE NEW UMITS CONTAIN A TWO-PIECE ALUMINUM CASTING PROVIDING VERY RIGIO MOUNTING SURFACES FOR THE CONNECTOR, SPECIFICATION COMING, DRAWING 27-DIRSE MAS REVISED TO REGUINE OF THE DA-15°, A113, CONNECTOR, THIS CONNECTOR HAS GOLD PLATING 100 MICROINCHES THICK, ALSO, THESE OLD TELEP AXS ARE BEING PHASED OUT.	ED. THE NEW UNITS CLFECATION CONTROL A.D PLATING SOD MIC	COMTAIN A DRAWING & HOINCHER T	TWO-FIECE 7-01841 b HICK. ALI	. ALUMINUM CASTING MAS REVISED TO REGU NO: THESE OLD TELEP	⊃ &
INSTRUMENTATION-A/B A	A-A9-E4-3111-F COMMUTATOR-NOTOR	FAR R7-18573-899	1346	FACTORY	YES BENDIX NO	883783
FAILURE MODE-OUT OF TOLERANCE. THE RPS PLUS OR MIMUS D.S PERCENT, THE	ICE. THE COMMUTATOR MOTOR SPEED WAS RECORDED AT 8.572 RPS WIEREAS THE SPEED SMOULD BE 8.5 nt. The Pailure is attributed to extreme brush Wear.	NA RECORDED AT 8.37 Extreme Brush Wear	a are with	EAS THE 1	PPEED SHOULD BE 1	9
CORRECTI /E ACTION-THESE REED	THESE REED AND REESE MOTORS HAVE BEEN REPLACED BY A MENER WODEL BY ANOTHER VENDOR.	ACED BY A HENER HO	GEL BY 1940	THER VENG		
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC TRA	AOLOR-GOAY/LR-AOS-GO-185 TRANGMITTER-POWER BUPPLY	PLIGHT	1310 621217	7.5	YES AN/OKT-17 No	
FAILURE JODE-BHOR' (ELECTRIC	(ELECTRICAL), IT WAS CONCLUDED THAT THE HOST PROBABLE CAUSE OF THE LOSS OF TELEMETRY WAS A SHORT HIM THE ANJOHY-SY TRANSMITTER POWER SUPPLY. THE ELECTRICAL SHORT IN THE TRANSMITTER RESULTED IN	1087 PROBABLE CAUSE .Y. THE ELECTRICAL	SHORT IN T	188 OF TEL	EMETRY WAS A SHOTTED .	* * *
,					PAGE 0382	:

GENERAL BYHAMICE CONVAIR DIVISION

18 1UN 1986

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

STRTEM SUS-SVATEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE Date dif f	81TE 1ME 01F	9 8 1 1 1 1 1	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO		
OPENING OF 4 15-AMP BLOW BI	HOM BLOW POWER INPUT FUSE WHICH CAUSED THE LOSS OF R-F ENERSY TRANSVISSION.	HE LOSS OF R-F ENER	GY TRANSVI	BBION.			******	
ATBIEN EFFECT-OFERATION BIOFS PRENATURELY. Venicle effect-wome, homever, lack of Tele	ON STOPS PREMATURELY. However, lack of Telemetry data prevented evaluation of the plicht pailure.	TED EVALUATION OF TH	E FLIGHT F	AILURE.				
CORRECTIVE ACTION-THE AM/	E AM/DKT-17 TRANSHITTER WAS HODIFIED TO INCLUDE AN IMPROVED TRANSMITTER POWER SUFFLY.	INCLUDE AN IMPROVED	TRANSHIT	ER POWEI	****	٠۴.		
ANSTRUMENTATION-A/B TELEMETRY BET AND TRANSSUC (HZ-88-E4-3146F BIGNAL COMDITIONER	7AR 87-18768-801	1960 621217	FACTORY	YE& #ENDIX HO	x 1 ON I	******	
FAILURE MODE-OFEN (ELECT). D AND MAB CAUSED BY A LOOSI TACT.	FAILURE WODE-OFEN (ELECT), FAILED WHEN CALIBRATION PULBES BERE LOST ON CHANNELS 11, 15, AND C. FAILURE WAS CONFIRME AND MAS CAUSED BY A LOOSE FLAKE OF PAINT PREVENTING PIN 18 OF THE SIGNAL CONDITIONER WODLLE FROM MAKING PROPER COM ACT.	RE LOST ON CHANNELS OF THE SIGNAL CONDI	TIONER HOD	ND C. F.	HARI MAKI	MAS CONFIRME 66 PROPER CON		
RRECTIVE ACTION-PERSONN	CORRECTIVE ACTION-PERSONNEL WERE CAUTIONED TO INSURE CLEANLINESS OF PACKAGES. TO FURTHER INSURE CLEANLINESS: ALL UN Its im production areas are mon being covered when mot in work.	NESS OF PACKAGES. T	O FURTHER	INSURE	LEAML	WEBS, ALL UM		
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC (ERS	SP-90-84-3165F CONNECTOR-WIRING	rsk	131-0 W		YES BENDIX NO PCGSE-	9ENDIX PCD6E-8-45	# NO OF THE PROPERTY OF THE PR	
FAILURE MODE-SHORT (ELECT) BEI FROM POOR BOLDERING TECHNIQUES.	IELECT) BETWEEN PIND A AND B ON THE CONNECTOR BHORTED BYDC EXCITATION TO GROUND, BHORT REBULTED TCHNIGUED.	CTOR SHORTED SYDC E	KCITATOON	To enour	ě Š	MT RESULTED		
CORRECTIVE ACTION-FINDING	MOINGS OF THE FAILURE AHALTSIS MERE REVIEWED WITH IMSPECTION AND ELECTRICAL HARNESS PERSONNEL.	EWED WITH IMAPECTIO	N AND ELEC	TRICAL P	ARNE	PERSONNEL.		
INSTRUCENTATION-A/B TELEMETAY BET AND TRANSOUC I	A-00-84-3222-F TLM CANIBIER	7.A.B. B.	1247	PACTORY	* 0	VES BENDIK PACIFIC NO 27-12372-843	8 g g	
FAILURE HODE-FAIL DURING C AS FUNCTIONING PROFERLY.	FAILURE HODE-FAIL DURING CPERATION, CHANNEL E HAD NO NEGATIVE GATE, FAILURE ANALYBIR DETERMINED THAT THE CANISTER 8 Functioning Properly.	IC SATE, FAILURE AMA	LYBIR OETE	RMINED 1	HAT TE	IE CANISTER W		
RECTIVE ACTION-MOME, TH	CORRECTIVE ACTION-NOME, THE PAILURE WAS NOT CONFIRMED.							
			·			tesc Davd		

SENERAL DYMANICS COMVAIR DIVIBION

サラル ぶつて カル	DIFFICULTIES REVIEW-INSTRUMENTATION	MENTATION BYSTEN-AIRBORNE	INBORNE			
8781EX 808-8787EX	TESTARPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	TIME OIF	PRE VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	SP-SD-R4-S164F BIGHAL COMDITIONER	FAR 87-18890-917	01210	Z Z Z	MO V£\$	44676
FAILURE MODE-SHCAT (ELECT)	(SLECT). EXITATION VOLTAGE IN THE BIGNAL CONDITIONER REPORTED AS ZERO WHEN SVDC MAS EXPECTED.	COMDITIONER REPORTE	D AS ZERO	MEN BYDG	WAS EXPECTED.	
CORUECTEVE ACTION-NOME, P	PAILURE NOT COMPIRMED.					
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	8F-88-F4-8504F OSCILLATOR	FAR 7-01664-838	1840	9	YES BENDIX-PACIFIC NO 1040638-11H	***************************************
FAILURE MODE-OUT OF SPECI	SPECIFICATION. THE P.SS-KT. OGCILLATOR WAS REPORTED MONLIMEAR, FAILURE CONFIRMED	AS REPORTED MONLEY	EAR. FAILU	, com/181	Qu	
CORRECTIVE ACTION-REGUEST UNED BEFORE 1941. REGUEST	CORRECTIVE ACTION-RESUGETED A SURVEY TO BE CONDUCTED ON ALL SUBCARRIER OSCILLATORS OF UNED BEFORE 1841. RESUGEST OSCILLATORS FALLING IN THIS CATEGORY SE PUREED FROM STOCK.	SUBCARRIER OSCILLA IY BE PURCED FROM S	8	- AVCUOR-:	THE VACUUM-TUBE-TYPE MANUFACT	4
INSTRUMENTATION-A/B TILEMETRY BET AND TRANSDUC EMB	60NVCC FOR -WIRING	FAR M/A 87-51408-813		#13#	YES BENDIK HO PTOYE-8-45	012600
FAILURE MODE-OPEN (ELECT) ROMEN.	(ELECT). THE REPORTED FAILURE MAB AN INTERNITIENT CONNECTION AT PIN B. THE WIRE WAS FOUND TO BE	HITTENT CONNECTION	7	712	WAS FOUND TO BE 8	
CORRECTIVE ACTION-INSPECT TO INSURE REJECTION OF EL	CORRECTIVE ACTION-INSPECTION AND MANUFACTURING PERSONNEL MERE MADE TO INSURE REJECTION OF ELECTRICAL CABLES THAT MAVE BROKEN MIRES.	IE NADE COGNIZANT O	F THE DISC	DISCREPANCY AN	COGNIZANT OF THE DISCREPANCY AND WERE INSTRUCTED	AND THE PROPERTY OF THE PROPER
INSTRUMENTATION-A/B 8P-49-24-3153 TELEMETRY SET AND TRANSOUC PRESSURE TRANSOUCER SEAL	SP-49-24-3155 PRESSURE TRANSOUCER SEAL	7.48 87-03848-9	118189	FACTORY	YES BOURNS NO 45011-0-150-78	487094
FALLURE MODE-LEAK-EXTERMAN	FAILURE MODE-LEAK-EXTERMAL. THE OUT PUT MAB B PERCENT 1844, 10 PERCENT WAB EXPECTED. THE CAUSE OF PAILURE WAS LOSS Reference pressure at the evacuation tupe due to am imadebuate beal.	IO PERCENT WAS EXPE IATE BEAL.	CTED. THE C	AUSE OF F	ATLURE WAS LOSS O	
COMMECTIVE ACTION-THE PROCEDURE FOR BEALING DIME OF A RIVET INTO THE EVACUATION CRIFICE.	COMBECTIVE ACTION-THE PROCEDURE FOR BEALING WOOSL 480 TRANSDUCERS WAS CHANGED FROM SOLDER SEALING TO RESISTANCE MEL ING OF A BIVET INTO THE EVACUATION ORIFICE.	UCERS WAS CHANGED	FROM BOLDE!	1 SEALING	TO RESISTANCE WEL	

SCHERAL DYMANICS CONVAIR BIVISION

CONTAIN GIVING

DIFFICULTIES SEVIEW-INSTRUCERTATION SYSTEM SUBSOCIA

BIBTEN BUB-RYDTEN	TEST/REPORT HUNGER FAILED CONFOMENT NAME	DIF DATA BOURCE PART MUMBER	VEHICLE DATE DIF	817E 71MC 01F	P O THE	VENDOR NAME	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	A-88-24-3240-F OSCILLATOR	7-01844-451		FACTORY	÷ 2	TES BENDIX PACIFIC NO 1040498-47	•
FAILURE MODE-OUT OF SPECI	OF SPECIFICATION. OSCILLATOR HAD LOW OUTPUT, PROBLEM CAUSED BY TUBE ASING.	. PROBLEM CAUSED .	Y TUBE A65	į			
CORRECTIVE ACTION-HOME.							
INSTRUMENTATION-A/B FELENETRY MET AND TRANSDUC ERS	8F-88-24-3235-C OSCILLATOR	7AR 7-01488-883	012130	FACTORY	VE.	1041963-XX	
FAILURE MODE-ERRATIC OPER AILURE WAS MOT DETERMINED	TIC OPERATION DURING FACTORY CHECKOUT. THE OSCILLATOR DISPLAYED AN INTERMITTENT GUTPUT. CAUSE OF CAMINED AS OSCILLATOR WAS NOT RECIEVED FOR FAILURE AMALYSIS.	OSCILLATOR DISPLAY Pailure amalysis.	ED AN INTE	RMI TTENT	27.	IT. CAUSE OF F	
CORRECTIVE ACTION-UNKNOWN.	i						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS.	A-60-R4-3450-F PRESSURE TRANSDUCER	FAR 27-01243-9	1346	FACTORY	22	воияма 42011-0-130-78 8	*******
FAILURE MODE-OUT OF SPECIFICA CAUSED BY OVERPPRESSURIZATION.	FAILURE MODE-OUT OF SPECIFICATION. TRAMSOUCER MAB 100 PERCENT ABOVE SPECIFICATION AT 75 PSIG, FAILURE WAS BELIEVED AT OVERPRESSURIZATION.	T ABOVE BPECIFICAT	ION AT TS	P816. FAI	2	WAS BELIEVED	
CORRECTIVE ACTION-FACTORY PERSOUNEL ATER CARE IN PERFORMING THE PRESSURE	CORRECTIVE ACTIOM-FACTORY PERSONNEL WERE ALERIEG TO THE OVERPRESSURITATION AND HAVE BEEN INSTRUCTED TO EXERCISE GRE Ter care in performing the pressure tests.	PRESSURITATION AND	HAVE BEEN	INSTRUCT	5	EXERCISE GRE	
INSTRUMENTATION-A/B TELEMETRY SET AND THANSOUC ERS	69-40-84-3159F PACESURE TRANSDUCER	FAR 87-93800-033	1160	FACTORY	9	YES SERVONIC NO L-64	4 84 0 4 8
FAILURE MODE-ERRATIC OPERATION. ESSURE LINE COMMECTED, 7 PERCENT	3C OPERATION, WITH BOTH PRESSURE LINES DISCONNECTED, F PERCENT 18W WAS OBTAINED, WITH THE HIGH PR Ed, F Percent was obtained when 3D percent 18 reguired, tapping the Line Caused 3C percent 18N.	CONNECTED, T PERCE. IS REGUIRED, TAPP.	47 284 MAS	OBTAINED NE CAUBED	7 7 7	H THE HIGH PR ERCENT 18W.	
CORRECTIVE ACTION-MOME, T	THE FAILURE WAS NOT CONFIRMED.						
and the second s			*************				

CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSCRNE

HITCH STATE	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF	E PRI VENDOR NAME DIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	B A-88-84-813-F TRANSDUC COMMUTATOR MOTOR BEARING	# V P	8K AMK 688809	YES REED AND REESE NO 1086485-38	
FAILURE WOE-FAIL DURING ARIMGE IN THE WOTOR.	FAILURE WOE-FAIL DURING OPERATION. UMIT WAS PRODUCING A LOUD HIGH PITCHED HOISE, FAILURE CONFIRMED. CAUSE-E BAD BE Rimes in the motor.	UD HIGH PITCHED NOI	ME. FAILURE COM	FIRMED. CAUSE-E BAD SE	
CORRECTIVE ACTION-RAR 98-	CORRECTIVE ACTION-RAR 98-24-637 RECCHHENDED THAT THIS TYPE MOTOR BE REPLACED WITH A MORE RELIABLE UNIT. UNIT IS BEI 14 replaced with a bendix montrose type effective as of 1 december 1961.	MOTOR BE REPLACED W	ITH A HORE RELS.	ABLE UNIT. UNIT IS BEI	
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSOUC ERS	AX82-0070/FC-4CO-04-0802-008 TMAM&DUCER-TLM	COMPOSETE-FACTORY	116D	97, OH	***
FAILURE PODE-OUT OF SPECI	OF SPECIFICATION OR TOLENANCE BULKNEAD DIFFERENTIAL PRESSURE READING TOO HIGH, CAUSED BY FAULTY TR	FERENTIAL PRESSURE	READING TOO HIG.	H. CAUSED BY FAULTY TR	
STRIEM EFFECT-NOME.					
VEHICLE EFFECT-COMPOSITE EMENT.	VEHICLE EFFECT-COMPOSITE RESCHEDULED. POST COMPOSITE TESTING REQUIRED TO VERIFY SATISFACTORY OPERATION AFTER REPLAC	S REGUIRED TO VERIF	F SATISFACTORY	OFERATION AFTER REPLAC	
CORRECTIVE ACTION-THE TRA	TRANSOUCER MAS PEPLACED.				
INSTRUMENTATION-A/D YELEMETRY BET AND TRANSOUG GRB	NZ-90-24-3187-F OSCILLATOR-910DE	7.5.8 87-18768-901	3410 WTR	YES 60/C NO 203-0107	60 60 60 80 80
FAILURE MODE-OUT OF TOLERANCE, THIS LOWER VOLTAGE TO THE MULTIN DIODE WAS B.E MILLIAMPERES. (BE	FAILURE MODE-OUT OF TOLERANCE, VOLTAGE ACROSS DIODE INSSE HAD DECREASED FROM A MOMINAL VALUE TO APPROX, 2.9 VOLTS. This Lower Voltage to the multivierator circuit caused the phenuency to increase, the operating current through the Dioge was B.e milliamperes. (Series regulator circuit),	AD DECREASED FROM A HENUEMCY TO INCREASE	MONINAL VALUE E. THE OPERATIN	TO APPROX. 2.9 VOLTS. 6 CURRENT THROUGH THE	
CORRECTIVE ACTION-VENDOR	COPRECTIVE ACTION-VENDOR REQUESTED TO TIGHTEM 8.C. (SEE VENDOR CORRECTIVE ACTION REGUEST 3873-63, DATED 3-8-63).	OR CORRECTIVE ACTION	+ REGUEST 3075-	43. DATED 3-6-633.	
INSTRUMENTATION-A/B TELENETRY BET AND TRAMSDUC ERR	A-A8-24-3232-F TLM CANIBTER/TTT	FA3 87-18413-819	10-F FACTORY 621207	NY 768 NO	.
FAILURE MODE-FAILED DURIN	FAILURE MODE-FAILED DURING OPERATION, OUTPUT AMPLITUDE WAS TOO LOW FOR PROPER RECORDING OF DATA. PACKAGE WAS RETEST ED OM THE COMPONENT LEVEL AMD REPORTED DISCREPANCY COULD NOT SE COMPIRINED.	TOO LOW FOR PROPER I BE COMPININGS.	RECORDING OF DA	TA. PACKABE WAB RETEST	
		٠		PA6E 0306	

CONVAIR DIVISION

**** *** **

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSCRME

STATEM BUS-STATEM	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DI DATE DIF TIME	BITE PRE	VENDOR HANE VENDOR PART NO	
CCARECTIVE ACTION-NO CORN	-MO CORRECTIVE ACTION WAS TAKEN AS THE REPORTED FAILURE WAS NOT CONFIRMED.	EPORTED FAILURE WAS M	OT CONFIRMED.			*****
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSCUC ERS	8F-88-24-3122F OBCILLATOR	FAR 87-11841-003	ESGD FACTORY	l	YES BENGIX NO 1045630	
FAILURE MODE-ERRATIC OPERATIOM, THE TE E MOISE MAS CAUSED BY AM IMPROPERLY ADJ IOM CHECKOUT RESULTED IN MALADJUSTMENT,	OPERATION, THE TELEPAX FAILED WHEN EXCESSIVE MOISE LEVEL OCCURRED OM SUBCARIER CHAMMEL 15. TM am improperly adjusted output of the subcarrier obcillator. Inaderuate test methods in projuct in maladjustment.	KCESSIVE MOISE LEVEL SUGGARNIER GEGILLATO	OCCURRED ON BU R. INADEBUATE	BCARIER TEST MET	CHANNEL 15. TH HODS IN PRODUCT	
CORRECTIVE ACTION-TELEMET	-TELEMETERING CHECKOUT PERBONNEL WERE INSTRUCTED IN THE ADJUSTMENT OF THE CHANNEL-15 OSCILLATOR.	STRUCTED IN THE ADJUS	THENT OF THE C	HANNEL-1	S OSCILLATOR.	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	SP-88-2119F COMMUTATOR-MOTOR	FAR 87-11841-903	#50D FACTORY		YES SENDIK PACIFIC NO	
FAILURE MODE-OUT OF THERANCE. LERANCE IS SO RES FLUS OR MINUS	AANCE. THE TELEMETRY PACKAGE MAD A CHANNEL E COMMUTATUR SPEED OF 20.4 RPS. THE ALLOWABLE TO Minus 5 percent, the Failure was due to the Reed and Reese commutator motor.	A CHANNEL E COMMUTATO DUE TO THE REED AND	R SPEED OF 28. REESE COMMUTAT	A MPS. T	HE ALLOWABLE TO	
CORRECTIVE ACTION-THE REE	-THE REED AND RECASE COMMUTATOR MOTOR IS BEING REPLACED WITH OME MANUFACTURED BY ANOTHER VENDOR.	BEING REPLACED WITH O	HE MANUFACTURE	D BY AND	THER VENDOR.	
INSTRUMENTATION—A/B TELEMETRY SCT AND TRANSOUC ERS	AP-99-24-7183F AMPLIFIEN DIFFERENTIAL DIODE	74 - 44 - 44 - 44 - 44 - 44 - 44 - 44 -	621206 FACTORY		YES KINETECS No kyss	17
FAILURE MODE-FAIL DURING	DURING OPERATION. AMPLIFIER FAILURE WAS DUE TO A ELECTRICALLY LEARY ZENER DIODE.	DUE TO A ELECTRICALL	T LEARY ZENGR	DIODE.		
CORRECTIVE ACTION-MONE-ON WHY DIODE CHARACTERISTICS LURE,	CORRECTIVE ACTION-MONE-OMLY THE MODE OF DIODE FAILURE IS RNOWN AND NOT THE CAUSE. NO EVIDENCE WAS FOUND TO EXPLAIN WHY DIODE CHARACTERISTICS HAD CHANGED BETWEEN THE TIME THE AMPLIFIER PASSED RECEIVING INSPECTION AND THE TIME OF FAL LURE.	KMOWN AND MOT THE CAU AMPLIFIER PASSED REC	SE. NO EVIDENC EIVING INBPECT	E WAS FO	UND TO EXPLAIN THE TIME OF FAL	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERA	16-80-84-88169 Carister	FAR HT-1.0400-016	SELECE PACTORY	ORY YES		
FAILURE MODE-COMFANIMATIO E PUBGUS, MAICH WAS IDENT	FAILURE MODE-COMTAMINATION. THE TELEMETRY CANIBIER WAS REJECTED BECAUSE THERE WAS FUNGUS THROUGHOUT THE CANIBIER. He fungus, which was identified as corrosion, was caused by moisture setting inbide the canibier.	JECTED BECAUSE THERE Y MOISTURE SETTING IN	LAB FUNGUS THR BIDE THE CANIB	oushour Ten.	THE CANIBIER. T	
мен от так при					PACE 0387	

SCHERAL D'HAHICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

BYBTEN BUB-BYBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	\$17E	N N N N N N N N N N N N N N N N N N N	VENDOR NAME	
CORECTIVE ACTION-IT MAS REVIEW TREATMENT PROCEDURS THENT.	ACTION-IT MAS REGUESTED THAT A DESICANT BE PLACED INSIDE THE CAMISTER ALBO, THE VENDOR WAS REGUESTED TO THEN PROCEDURES OF THE MASHESIUM CASTING DURING TREA	ED INSIDE THE CANIST IMINATE THE MECESSIT	ER ALBO. 1	HE VENDOR	VAS A	EQUESTED TO DURING TREA	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANBOUC ERB	AXER-DOFL/FC-CO-D2-DDUB-DDE CALIBRATOR-RELAY	COMPOSITE-FACTORY EY-11816-823	#500 exitos		7£8 100 .		
FAILURE MODE-FAIL TO OPER DUE TO A FAULTY CALIBRAI BYSTEM EFFECT-MOME.	. TO OPERATE AT PRESCRIPED TIME. THE LOGPCT FBW INFLIGHT CALIBRATION PULSE ON CH. S WAS MOT PRESENT Calibration Relay in the accessory package. Me.	T FBW INFLIGHT CALIB	RATION PUL	BE OR CH.	*	MOT PREBENT	
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RESCHEDULED. BYSTEM AND COMPOSITE RETESTING WAS REQUIRED.	RETESTING WAS REGUL					
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	STRUMENTATION-A/B AXER-DOTIFE-CO-08-0008-008	COMPCSITE-FACTORY E7-11541-805	21205		3 3		48
FAILURE MODE-ERRATIC OPERATION, SUPPLY WOLTAGE), SYSTEM EFFECT-ERRATIC OPERATION.	FAILURE MODE-ERRATIC OPERATION, CIANMEL 13 INDICATED NOISE AND INTERMITTANT BFIRING OH SEGMENT 23 (TRANSDUCER POMER Hupply Woltage), Statem effect-erratic operation,	AND INTERHITTANT OF	# 14 M	EGMENT 85	(TRANS	DUCER POWER	
VEHICLE EFFECT-COMPOSITE DELAYED. CORRECTIVE ACTION-TELEMETER 1AB REPLACED.	DELAYED. Ter 1,4% replaced.						
INSTRUMENTATION-A/B TELENETAT BET AND TRANSOUC ERB	AA42-0100/PI-401-00-21 RF CANISTER MO.2 BATTERY BOUIL CIR Cuit	COUNTDOUN	#1F 6#1#08	11	4 C		***************************************
FAILURE MODE-ELECTRICAL O SYSTEM EFFECT-OPERATION D	FAILURE MODE-ELECTRICAL OPEN, BAITERY FAILED TO ACTIVATE BECAUSE SOUIS CIRCUIT WAS OPEN. SYSTEM EFFECT-OPERATION DOIS MOT START, BAITERY MOT ACTIVATED.	ECAUSE SOUIS CIRCUIT TED.	WAS OPEN.				
VENICLE EFFECT-MONE. CORRECTIVE ACTIOM-BATTERY REPLACED INSASTE.	PEPLACED SHEAGTVE.						
						PAGE 0366	· ,
Standard and statement with the standard statement of the statement of the standard statement of the standard s							3

GENERAL DYNAMICS CONVAIR BIVIDION

COHAY

9901 HAT 81

ì			
•			
þ			
5			
•			
:			
•			

#### MAT ##	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION SYSTEM'S	INBORNE			_
BYBYEK BVB-3YBYEK	TELT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	TINE DIF	PRE VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRAMSDUC ERS	AASS-0106/P1-601-00-81 RF CANLETEN MO.B	COUNTDOWN B7-18872-687	#1# 1 6#1#0# -	7 11 10084-	YES BENDIN NO	
FAILURE MODE-OUT OF BPECT MCTIONING.	OF SPECIFICATION OR TOLERANCE-ATTENUATION OF RPS CHANNEL 12 MEGATIVE PEDESTAL WHEN ADF PODS ARE FU	OF APE CHANNEL 12 N	EGATIVE PED	CSTAL WHE	N ADF PODS ARE FU	
BVBTEN EFFECT-ERRAISC OF	PATIC OPERATION OF RF E CHANNEL 18.					
VENICLE EFFECT-MONE.						
CORRECTIVE ACTION-CAMISTER REPLACED.	ER REPLACED.					
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-99-R4-3300-F Limiter Filter	7.5.8 87=18406-8	681209	FACTORY Y	YES NO	693370
FAILURE MODE-OUT OF TOLER F BFIR CPS TO SIZES CPS. L GFSE CPS BY ADJUSTING THE	T OF TOLERANCE, AFTER POTTING, THE OUTPUT VOLTAGE PEAKED AT 9686 LPS AND TOLERANCE IS IN THE RANGE, 18 CH THE RANGE, 18 CH THE RANGE, 18 CH THE BANGE, 18 CH THE PROPERTY OF THE PREDUENCY OF THE PREDUENCY OF THE PREDUENCY OF THE PREDUENCY—ADJUST POTENTIONGTER R—S.	LTAGE PEAKED AT 966 TED AND THE VOLTAGE	6 LPS AND 1 OUTPUT WAS	OLERANCE PEAKED A	19 IN THE RANGE OF T A PRESUENCY OF	
CORRECTIVE ACTION-UNKNOWN	CORRECTIVE ACTION-LAWINDAM. LIHITER F'LTER OPERATED BATISFACTORYLLY BY PERFORMING A MORMAL ADJUSTHENT.	TORYLLY BY PERFORMS	NG A NORMAL	AD JUS THE		
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	A-88-04-4122-F Filten, Potentioneter	4AR 87=18456-6	621203	FACTORY Y	YE8 60/C	****
FAILURE MODE-STRUCTURAL. D SY TRIMPOT R-5, THE MALF	UCTURAL. THE LIMITER FILTER WAS REJECTED AFTER POTTING WHEN THE OUTPUT VOLTAGE COULD NOT BE ADJUSTE. The Malfunction of R-5 was due to the Miper arm being bluck to the Resistance Coil.	TER POTTING WHEN THE R ARM BEING STUCK T	WHEN THE CUTPUT VOLTAGE COULD BTUCK TO THE REBISTANCE COIL.	LTAGE COU TANCE COI	LD MOT BE ADJUSTE	
CORRECTIVE ACTION-INSPECY ING PROPERLY ABSENGLED BEF SOMETER,	CORRECTIVE ACTION-INSPECTION PERSONNEL WERE NOTIFIED OF THE DISCREPANCY WITH EMPHASIS ON IMPORTANCE OF THE UNITS BE No properly assembled before the potting process as heat generated during the potting process nay danage the potent Ometer,	DISCREPANCY WITH E MERATED DURING THE	WPHABIB ON POTTING PRO	IMPORTANC CESS NAY	E OF THE UNITS BE	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSCUC ERB	80-90-24-8391-F 816MAL COMDITIONER	**************************************	302120 902120		NO BENETA	
FAILURE MODE-OUT OF TOLERANCE, THE S. PROCEDURE SHOULD HAVE BEEN D.8 VDC.	OF TOLKHANCE. THE 100 PERCENT REPERENCE PULDE READ 1/E VDC 1MBTEAD OF 8:0. VDC FAILURE UNCONFIRMED MAVE BEEN D.8 VDC.	LDE PEAD 172 YDC IN	STEAD OF S.	D. VOC FA	ILURE UNCONFIRMED	

SENERAL DYNAMICS CONVAIR BIVIBION

9961 HOF 91

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORMS

8787EN 848-8787EN	TEST/REPORT HUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF	PRI VENDOR HANG OTH VENDOR FART NO	
CORRECTIVE ACTION-HOME.	, NO FAILURE OCCURACE.				:
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	89-88-8138F AC OBCILLATOR	FAR 87-18768-601	16ED FACTORY 6E1EGS	TEB BENDIK-PACIFIC NO	•
ALLUNE MODE-OUT OF TOU MOLEY AND OUT OF FEFFUR TP PROBLEMS IN THE OSCIL LETELY COVERED WITH BOLD	ABLUME MODE-OUT OF TOLERANCE, THE TELEMETRY CANISTER FAILED WHEN IT WAS REPORTED THAT THE CHANNEL 5 OSCILLATOR WAS MOIST AND OUT OF FFEGUENCY. THE FREGUENCY WAS 933 CPS MHEN IT SHOULD HAVE BEEN 1300 CPS. A COMBINATION OF MORKANASH IP PROBLEMS IN THE OSCILLATOR CONTRIBUTED TO THE FAILURE. LOOSE SOLDER WAS LEFT INSIDE THE CASE. LANDS WERE NOT COMPLETELY COVERED WITH SOLDER, INSULATION MATERIAL WAS NOT CLOSE ENOUGH TO THE SOLDER, THE WIRE WAS MICKED BY SOLDER.	ED WHEN IT WAS REPOR II SHOULD MAYE BEEN COSE SCLDER WAS LEFT SE ENOUGH TO THE SOL	TED THAT THE CHANN 13DO CPS. A COMBINSION THE WIRE WAS	EL S OSCILLATOR WAS NATION OF WORKHANSH LANDS WERE NOT COMP MICKED BY SOLDER.	
CORRECTIVE ACTION-VENDO ATE AREA HAS BEEN SET UP	"-VENDOR INSPECTION AND LINE PERSONNEL WERE MADE AMARE OF THE FAILURE AND ITS CAUSES. ALSO, A SEPAR SET UP FOR POTTING AND REMORK OPERATIONS.	E MADE AWARE OF THE	TAILURE AND 178 CA	USES. ALSO, A SEPAR	
INSTRUMENTATION-A/B TELEMETSY SET IND TRANSOU	BP-88-84-3143-F WANNOUC OSCILLATOR	# A # 84 - 84 - 84 6	GEAEDS FACTORY	YES TEXAS INSTRUME NO NT ASSECT-10	• • • • • • • • • • • • • • • • • • •
FAILURE MODE-FAIL DURIN STIMULUS, FAILURE MAS C ATION AND THE DESTRUCTIO	DURING OPERATION, FAILED WHEN THE OUTPUT FREQUENCY REMAINED FIXED AT 1032 CPS REGARDLESS OF WAS COMFIRMED. THE CAUSE OF FAILURE COULD NOT BE FOUND DUE TO THE LACK OF VENDOR TECHNICAL I RUCTION OF COMPONENTS IN THE ATTEMPT TO DEPOT.	FREGUENCY REMAINED D NOT BE FOUND DUE TO EPOT.	TIXED AT 1832 CPS 3 THE LACK OF VEND	CPS REGARDLESS OF INPUT VENDOR TECHNICAL INFORM	
CORRECTIVE ACTION-HOME.					
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSOUC ERS	A-99-24-3117F K AMPLIFIER-WIRING	FAR BY-01875	GELEGO FACTORY	YES BENDIX NO 1651269-1A	****
FAILURE MODE-ERRATIC OF LL VIDEO AMPLIFIER CHANN FUT MIRE CONNECTING RLA	FAILURE MODE-ERRATIC OPERATION, THE VIDEO AMPLIFIER FAILED DURING VIBRATION TEBTING OF THE TELEMETRY PACKAGE WHEN A LL VIDEO AMPLIFIER CHAMMELB WERE OPERATING INTERMITTERILY. THE PAILURE WAB DUE TO THE POOR LOCATION OF THE YELLOM IN PUT MIRE CONNECTING RS AND RIE. THE WIRE ALSO LACKED THE UBUAL TIEDOMN.	DURING VIBRATION TE THE FAILURE MAB DUE UAL TIEDOMN.	N73NG OF THE TELEN TO THE POOR LOCATI	ETRY PACKAGE WHEN A ON OF THE YELLOW IN	
CORRECTIVE ACTION-THE V AXIAL CABLE AND THE YELL	CORRECTIVE ACTION-THE VENDOR ELIMINATED THE NOISE PROBLEM IN THE VIDEO ANPLIFIER BY REMOVING THE TIE BETWEEN THE Axial cable and the Yellow Lead Mire, and By Tying the Vellow Lead to a rigid member to reep it from Vibrating,	PROBLEM IM THE VIDEO AMPLIFIER BY REMOVING THE TIE BETWEEN T THE VELLOW LEAD TO A RIGID MEMBER TO KEEP IT FROM VIRRATING.	ER BY REMOVING THE EMBER TO KEEP IT P	TIE BETWEEN THE CO ROM VIBRATING.	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

SEMERAL D. MARICA CONVAIR DIVISION

SUB-STATEM	TEST/REPORT NUMBER FAILED COMPONENT MAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF		PRI VENDOR NAME OTH VENDOR PART NO	
TRANSDUC TAMENATIO TLUNES NA CLDER SPL COMDITION	FAR 681800 ETR YES BOURNS ELEMETAT SET AND TRANSDUC TRANSDUCER, INSTRUMENTATION 7-01780-8 RS FAILURE WODE-CONTAMINATION, 3 TRANSDUCERS FAILED DUE TO AN OPEN DUTPUT CIRCUIT FAILURES WERE NOT CONFIRMED; HOWEVER NSDUCERS, THESE SOLDER SPLASHES AND FIBERS COULD HAVE CAUSED THE POTENTIONETR WINER ARM TO LIFT OFF THE MANDREL AND INDIARS AN OPEN CONDITION, THESE CONTAMINANTS ARE A RESULT OF POOR YENDOR SUALITY CONTROL.	FAR 7-01780-8 OPEN OUTPUT CIRCUIT UME DUE TO THE PRESS 7 THE POTENTIONETER V OF POOR YENDOR SUAL	681800 ETR FAILURES WERE INCE OF CONTAN- IPER ARN TO L.	MOT CO INANTS	WO BOURNS WO CONFIRMED, HOWEVER & FOUND IN THE TAA	4 9 4 4 8
EINCE T	CORRECTIVE ACTION-SINCE THE MANUFACTURE OF THIS TRANSDUCER, THE VENDOR HAS INITIATED SUALITY CONTROL PROCEDURES AND CLEANING TECHNISUES WHICH SHOULD ELIMINATE THIS TYPE OF FAILURE.	. THE VENDOR HAS INIT	TATED BUALITY	CONTRO	L PROCEDURES AND	
TANBOUC	# A-A9-E4-3170-F TRANSOUC TRANSOUCER; INSTRUMENTATION	FAR 7-01720-5	SELLEG FACTORY	8 8 8 8	BOURNS	
LATIC OPER UMEN THE JUKER CAUS	FAILURE WODE-ERRATIC OPERATION, TRANSDUCER INDICATED AN INTERNITTENT WIPER ARM OPEN DURING AN END-TO-END CHECK. TIMUITY WAS LOST WHEN THE TRANSDUCER WAS TAPPED LIGHTLY, FAILURE WAS CAUSED BY IMPROPER TESTING OF THE TRANSDUCER APPING THE TRANSDUCER CAUSED ONHMETER LEADS TO JUMP, BREAK CONTACT WITH THE TRANSDUCER PIN, AND GIVE AN OPEN INDI LOM. CORRECTIVE ACTION-REQUESTED PERSONNEL USE IMPROVED TESTING TECHNIQUES AND METHODS TO PREVENT THIS PROBLEM.	ICHETTENT WIPER ARM CONTACT WITH THE TRA TECHNIQUES AND METH	OPEN DURING A IMPROPER FEBTI ISDUCER PIN. A	HE OF T NO 61 VE THIB P	ARM OPEN DURING AN END-TO-END CHECK. CON BY IMPROPER TESTING OF THE TRANSDUCER. T TRANSDUCER PIN, AND GIVE AN OPEN INDICAT TRANSDUCER PIN, AND GIVE AN OPEN INDICAT TRANSDUCER TO PREVENT THIB PROBLEM.	
TRANSDUC	P1-6CO-01-21 TLM CANIBTER	COMPOSITE-B FACT	21F ATR-11	11 763		P
TIC OFER A NATURE ATIC OF	FAILURE MODE-ERRATIC OPERATION, SPIN MOTOR TEST OUTSUT, MAS ERRATIC THROUGHOUT THE TEST, WOST OF THE MEASUREREN ON MEES MERE MOT OF A NATURE TO INDICATE VALID SPRO SPEED ERRORS. SPSIEM EFFECT-ERRATIC OPERATION, MEASUREMENT B384X, JPIN MOTOR TEST OUTPUT, MAS ERRATIC THROUGHOUT THE TEST.	B ERRATIC THROUGHOUT DAS. STOR TEST OUTFUT: WA	THE TEST. WOI BERNATIC THRO	Versout T	THE TEST.	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
VEHICLE EFFECT-MONE. CORRECTIVE ACTION-INVEBTIEATE.	GATE.					
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	8F-88-24-3145-F OSCILLATOR-DIGOE	FAR 27-01607-118	188D FACTORY 621126		VES BENGIK-PACIFIC No Sississ-8-6	
TIC OPER WIRE &T	RATIC OPERATION, THE OBCILLATOR FAILED WHEN IT NAD AN ERRATIC OUTPUT. THE FAILURE WAS DUE TO DIODE A WIRE STRAND FOUND IN THE POTTIMS, ALTHOUSH UNDESIRABLE, WAS NOT THE CAUSE OF FAILURE.	IT HAD AN ERRATIC O IN UNDESTRABLE, MAS	UTPUT, THE FAI NOT THE CAUSE	LURE W	a DUE TO DIODE C.	

SENERAL DYNAMICS CONVAIR BIVIBLON

**** **** ***

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	Control of the second s	Maraia Contractor	I RECKME		_
BUB-STER	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE	PRI VENDOR NAME	
					• • • • • • • • • • • • • • • • • • • •
CORRECTIVE ACTION-VENDOR BEPARATE AREA MAS SET UP FO	CORRECTIVE ACTION-VENDOR INSPECTION AND LINE PERSONNEL WERE MADE AWARE OF THE FAILURE, EFFECTIVE S FESRUARY 1963 Eparate area was bet up for potting and renora operations.	MADE AWARE OF THE	FAILURE, EFFECTIV	E O PERNARY 1965 A	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	T-1010-14-40-51-7	FAR 87-44800-498	1300 FACTORY GE11ET	NO BERVONICE NO P-RG-4	***
FAILURE MODE-OUT OF TOLER OF E.S PLUS OR HIMUS 0.5 UKE URED TO DEFINE THE BAI	FAILURE MODE-OUT OF TOLERANCE THE DIFFERENTIAL-PRESSURE SMITCH MOULD NOT ACTUATE WITHIN THE SPECIFICATION TOLERANCE OF E.S PLUS OR WINUS D.S PSID, THE FAILURE WAS THE RESULT OF INCORRECT 6DC STANDARDS LABORATORY CALISRATION TECHNIS RES USED TO DEFINE THE SMITCH SET POINT.	TCN WOULD NOT ACTU	ITE MITHIN THE BPE INDARDS LABORATORY	CIFICATION TOLERANCE CALIBRATION TECHNIO	
CORRECTIVE ACTION-THE 60/C ERASE LINIT IS NOT EXCELEDED	CORRECTIVE ACTION-THE GD/C STANDARDS LASORATORY WAS REGUESTED TO TAKE ACTION TO INSUME THAT THE PRESSURE SMITCH AMP- Race Limit 13 hot excelded.	ED TO TAKE ACTION	TO INDURE THAT THE	PRESSURE SWITCH AMP.	•
INSTRUMENTATION-A/G TELEMETRY SET AND TRANSOUC ERS	MZ-63-E4-31G3F TLM CANIDTER	FAR 87-18762-601	1825 FACTORY 621126	VES SCHOLK NO	*
FAILURE MODE-OUT OF TOLER TRANSMITTER OUTPUT FRESUE	FAILURE MODE-OUT OF TOLERANCE, THE REPORTED STMFTOM OF THE TELEPAK FAILURE WAS AN UPWARD SHIFT OF 1.5 MEGACYCLES IN TRANSMITTER OUTPUT FRESUENCT, THE FAILURE WAS MOT COMFIRMED.	TELEPAK PAILURE WA	B AN UPWARD BAIFT	OF 1.8 MELACYCLES IN	
ANSOUC	76-88-84-3108-F	FAR 87-44900-496	1300 PACTORY	TES SERVOMICS NO P-E0-4	*
FAILURE MODE-OUT OF TOLER 8.5 PLUS OR NINUS D.S PS! CORRECTIVE ACTION-MOME.	FAILURE MODE-OUT OF TOLER,MCE. THE DIFFERENTIAL-PRESSURE SWITCH WOULD HOT ACTUATE MITHIN THE SPECIFIED TOLERANCE OF 8.5 PLUS OR MINUS D.5 PSIC. THE FAILURE WAS NOT CONFIRMED. CORRECTIVE ACTION-MOME.	ISTCH WOULD NOT ACT	UATE WITHIN THE BE	ECIFIED TOLERANCE OF	
ANBOUC	8P-98-24-3114-F COMMUTATOR-WOTOR	FAR	ESGD FACTORY GRASES	YES REED AND REESE NO 1096465-55	•
FAILURE MODE-OUT OF TOLER	FAILURE MODE-OUT OF TOLERANCE. THE D. C. SEARMOTOR FAILED WHEN THE OUTFUT SPEED WAS TOO BLOW. THE BLOW OUTPUT SPEED	MEN THE OUTPUT BPE	ED WAS TOO BLOM.	HE SLOW OUTPUT SPEED	

SEMERAL DYNAMICS CONVAIR DIVISION

**** **** **

**** *** ***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME	MENTATION SYSTEM"A	I REORNE				
BVBTEN BBC-BVBTEN	TEST/REPORT NUMBER FALLED COMPONENT NAJE	DIF DATA BOUNCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF	BITC TIME DIF	PRE	VENDOR HANE VENDOR PART NO	······································
IS ATTRIBUTED TO ARMATURE	IRMATURE BRUSH CARBOM CREATING A RESISTANCE BETWEEN THE GOVERNOR POINTS.	BETWEEN THE GOVER	HOR POINTS	_			993790
CORRECTIVE ACTION-NOME, R	REED AND REESE D. C. SEARMOTORS ARE NO LONGER BEING PURCHABED.	NO LONGER BEING PU	RCHABED.				
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	8F-86-E4-3316-F Filter	FAR 88-13686-823	1160	FACTORY	3 9		****
FAILURE MODE-OUT OF TOLER THE R F FILTER WAS OUT OF	OF TOLERANCE. THE RF POMER OUTPUT WAS 1 MATT WHEN 3 MATTS MAS EXPECTED. FAILURE AMALYSIS REVEALED. OUT OF ADJUSTMENT.	IT WEN 3 WATTA WAR	EXPECTED.	FAILURE	AMAL	1818 REVEALED	
CORRECTIVE ACTIOM-VENDOR	CORRECTIVE ACTION-VENDOR WAS NOTIFIED OF FAILURE AND REBUESTED TO REVIEW CHECKOUT PROCEDURES.	ED TO REVIEW CHECK	OUT PROCEDS	RES.			; ;
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-88-R4-3414F AMPLIFIER	# A R # 7 - 010249-4	1357 481118	FACTORY	2 9	BENDIK PACIFIC 1060680-1-C	
FAILURE MODE-FAIL DURING URE BEING INFROFERLY INSTA	DURING OPERATION. AMPLIFIER REPORTEDLY DREW EXCESSIVE CURRENT. PAILURE WAS CAUSED BY THE VACUUM. Y INSTALLED IN ITS SOCKET.	W EXCESSIVE CURREN	T. FAILURE	MAB CAU	0	THE VACUUM T	
CORRECTIVE ACTION-MONE, V	VENDOR REVIEWED PROBLEM BUT COULD NOT DETERMINE HOW MISINSTALLATION OCCURRED.	T DETERNINE HOW HI	SINSTALLAT	M 000	MED.		+
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	4-99-E4-1238-F Power Bupply, transleter	FAR 87-01278-3		FACTORY	2 O	YES BENDIX-PACIFIC NO 1051440-48	e 6 4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
FAILURE MODE-SHORTIELECTR S CAUSED FAILURE.	IELECTRICAL), INPUT CURRENT WAS 7.0 AMPERES WHEN 9.0 AMPERES WAS EXPECTED. TWO SHORTED TRANSISTOR	IS WIEM 9.0 AMTERES	MAS EXPECT	ED. TWO	# O	ED TRANSISTOR	
CORRECTIVE ACTION-MONE, C	CAUSE OF TRANSISTOR FAILURE COULD NOT BE FOUND.	I BE FOUND.					
IMSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	87-39-34-3804-F Transducer	FAR 7-01728-11	1960	FACTORY	2 o	# 0000 00 00 00 00 00 00 00 00 00 00 00	
FAILURE MODE-STRUCTURAL. UT ALLOWABLE MAS 0.650 VOL WAS CLEAMED OR WHEN IT WAS	FAILURE MODE-STRUCTURAL, TRANSDUCER FOR MEASUREMENT FIF INDICATED AN OUTPUT OF D.875 VOLT DC WHILE THE MAXIMUM OUTP Ut allowable was d.850 volt DC. Failure has due to overpressurization which could have occurred when the transducer Was cleamed in when it was checaed buille on the missile.	CATED AN OUTPUT OF MIZATION MNICH COU	0.875 VOLT	URBED WELL	7 2 2 4	I MAKINGH OUTS	
						PAGE 0393	

CONVAIR DIVISION

11 10K 11

	****	DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORME	UMENTATION STRTEM-A	RECENE				1	
	Nates Nates	TEST/REPORT NUMBER FAILED COMPONENT HANE	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE TINE DIF	7 #	PRS VENDOR NAME OTH VENDOR PART NO		• • • • • • • • • • • • • • • • • • • •

	CORRECTIVE ACTION-CAUTION AE TRANSDUCERS. ALSO INITI	CORRECTIVE ACTION-CAUTIONED CLEANING PERSONNEL TO EXERCISE CARE NOT TO APPLY EXCESSIVE PRESSURE TO LOM-RANCE PRESSU RE TRANSDUCERS, ALSO INITIATED REGUIREMENTS THAT A SAUSE PROTECTOR USED TO CHECK A TRANSDUCER UNDER TEST MUST NOT MA VE A HIGHER PSI RATING THAN THE MAXIMUM OPERATIVAS RANGE OF THE TRANSDUCER UNDER TEST.	CARE NOT TO APPLY E) PECTOR USED TO CHECI HE TRANSDUCER UNDER	CESSIVE PI C A TRANSDI TEST.	KEBBURE TO UCER UNDEI	A TES	-RANGE PRESSU T MUST NOT HA		
	INSTRUMENTATION-A/B TELEMETRY BET AND TRAMSOUC ERB	E CT-80-24-041-F TRAMBOUC PRESSURE TRANSOUCER	FAR 88-01107-68	11111	PACTORY	7 6 3 4 6 5 4 6 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6	COLVIN 401-6-4-78	***	
	FAILURE MODE-DUT OF TOLERANCE. OUT OF TOLERANCE. FAILURE MODE O	THRKE OF	THESE TRANSDUCERS WERE REJECTED BY 60/C RECEIVING AND INSPECTION FOR BEING BE DETERMINED.	. RECEIVIN	AND THE	FCT	OM FOR BEING		•
	CORRECTIVE ACTION-AF BUAL	CORRECTIVE ACTION-AF BUALITY CONTROL REBUKBTED THE TRANSDUCERS SE RETURNED TO THE VEHDOR, NO CORRECTIVE ACTION TAKE '-	ERB BE RETURNED TO	THE VENDOR	, NO CORR	ECTIV	E ACTION TAKE		
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	# A-99-E4-3074F TRANSDUC TAPE RECORDER	FAR 27-12413-619	10F 621114	FACTORY	* Q	Vica-panda panta da de planta para de la composição de la composição de la composição de la composição de la c	9	
	FAILURE MODE-ERRATIC OPERATION. TAPE TO BE BROKEM AT THE BPLICE.	FAILURE MODE-ERRATIC OPERATION. THE RF4 TELEMETRY CANISTER HAD A LOW DISTORTED OUTPUT, ANALYSIS SHOWED THE NAGNETIC Tape to ge broken at the splice.	HAD A LOW DISTORTED	OUTPUT. A	WLY818 B	404EB	THE HAGNETIC		
	CORRECTIVE ACTION-WOME, D	CORRECTIVE ACTION-WONE, DESIGN IS IN THE PROCESS OF REPLACING THE CANISTER WITH ANOTHER TYPE EMPLOYING A WITE RELIA ILE TAPE RECORDER, THE UNIT DISCUSSED ABOVE IS NO LONGER BEING MANUFACTURED.	NG THE CAMISTER WITH NG MANUFACTURED.	+ ANOTHER	IYPE EMPLO	¥11.4€	A WINE RELEA		
	INSTRUMENTATION A/B TELEMETRY SET AND TRANSDUC ERS	89-88-84-8089-F Calibrator-Relay	7 A R 7 = 1 100 100 = 10	#300 ##1113	FACTORY	4 0 8		:	
	FAILURE MODE-CONTAMINATIO M IT SHOULD MAYE BEEM FOSE MDICATED THAT IT MAS FOSS!	TAMINATION, THE IM FLIGHT CALIBRATOR GAVE A NEGATIVE 100 PERCENT CALIBRATION PULSE ON CHANNEL been positive, pailure mot contirmed, homever, a nylom bhaving attached to the rotor of relay was possible for it to have lodged between the normally open contacts of the relay.	. NEGATIVE 100 PERCE) ER, A NYLOM BHAVING THE MORMALLY OPEN CC	AT CALIBRA AYTACHED N	TION PULST TO THE ROLL THE RELAY	8 8	CHANNEL 5 WHE F RELAT K-5 1		
	CORRECTIVE ACTION-RELAY V ING ORGANIC MATERIALS IN Y	CORRECTIVE ACTION-RELAY VENDOR INSPECTION OF MYLOM MACHINED PARTS HAS TISHTENED. IN ADDITION: A NEW DESISN ELIMINAT MS ORSANIC MATERIALS IN THE CONTACT AREAS: IS BEING DEVELOPED.	PARTS MAS TIGHTENEC ED.	. 114 ADD1	TION: A M	20 23	BION ELIMINAT		
1							PAGE OSSA		

SENERAL DYNAMICS CONVAIR DIVISION

**** *** **

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM'AIRSORME

STOTEM SUB-STOTEM INSTRUMENTATION-A/B	TEST/REPORT NUMBER FAILTO COMPONENT NAME A-89-84-81-F	DIF DATA SOURCE FART NUMBER FAR	VEHICLE DATE DIF	BITE TIME BIF FACTORY	VEHICLE SITE PRI VENDOR MANE DATE DIF TIME DIF OTH VENDOR PART NO 821112 FACTORY VEN BENDIX		• • • • • • • • • • • • • • • • • • • •
TELEMETRY BET AND TRANSOUCERS ERS FAILURE MODE-ERRATIC OFER EXTENSIVE TESTING INDICA CORRECTIVE ACTION-MOME SI	ELEMITRY SET AND TRANSOUC VOLTASE-CONTROL OSCILLATOR 87-DIESS-55 RB FAILURE MODE-ERRATIC OPERATION, OUTPUT VOLTAGE MAS REPORTED VARYING FROM D TO D.SSE VOLT, FAILURE WAS NOT CONFIRMED. CORRECTIVE ACTION-MONE SINCE THE FAILURE WAS NOT CONFIRMED.	ET-DIESS-SS VARVING FROM D TO JTED TO INCORRECT T	D.SER VOLT	· Faltume	MO 1080868-11-T-A	4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	BF-9D-E4-3071-F BIGNAL CONDITIONER-WIRING	FAR R7-12590-817	131D 621112	a tv	YES 60C		89778
FAILURE MODE-OFEN (ELECTI RE WAS CAUSED BY A HISSING NG TESTING DECAUSE THE TEL	FAILURE WODE-OPEN (ELECTRICAL), THE SIGNAL CONDITIONER FAILED WHEN PIN A OF 3PS WAS FOUND OPEN-CIRCUITED. THE FAILU E was caused by a missing wire between Tri-et and Tri-es. The abence of the wire was not discovered in manufacturing the decause the Test Equipment will not show such an EAROR.	CO WHEN PIN A OF SP HE ABBENCE OF THE W CRROR.	S WAS FOUN INE WAS NO	O OFEN-CI	RCULTED. THE RED IN MANUF 5 3.15.	FAILU	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC CRS	A-99-E4-3110-F AMPLIFIER	FAR DY-01526	2430 621111	FACTORY	YES SPEIDEL No gas-6066	1	467784
FAILURE MODE-CONTAMINATION. THE RECAUSED BY A POOR CONNECTION OF AMPLIMOUND THAT PREVENTED 6000 CONTACT.	FAILURE MODE-CONTAMINATION. THE RECORDING AMPLIFIER GAVE NO OUTPUT PROM THE BIAB-ERABE OSCILLATOR. THE FAILURE MAS Caused by a poor connection of Amplifier Pim-D: Erabe Obcillator Filtered Pomer. The Pim was covered with Potting co Mpound that prevented 6000 contact.	OUTPUT FROM THE BL	AS-ERASE O	SCILLATOR MAB COVER	. THE FAILURED WITH POTT	E WAS	
CORRECTIVE ACTION-EFFECTIVE & MARCH 1963 TH RCENT INSPECTION 18 PERFORMED AFTER POTTING.	CORRECTIVE ACTION-EFFECTIVE & MARCH 1983 THE VENDOR POTS ALL AMPLIFIERS WITH MATING CONNECTORS ATTACHED: AND 100 PE Cent inspection is perforhed after potting.	. AMPLIFIERS WITH M	ATING CONN	ECTORS AT	ТАСИЕВ, АНВ	100 PE	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	nz-98-24-1134-F Obcillator-Potentioneter	FAR 87-01607-119	621111	FACTORY	VES BENDIX NO 3131133-104	3	
FAILURE MODE-OFEN (ELECT). THE URING CHECKOUT OF THE TELEMETRY BREAKS IN THE RESISTANCE WIRE.	IELECTI. THE SUSCARRIER OSCILLATOR DISPLAYED NOISE IN EXCESS OF FOUR PERCENT ON THE NOISE SCALE D NE TELEMETRY PACASE. THE FAILURE WAS CAUSED BY THE OUTPUT ADJUSTMENT POTENTIOMETER WHICH HAD TWO STANCE WIRE, THE BREAKS WERE PROBABLY DUE TO THE WIPER ENSASING LOOSE TURNS OF RESISTANCE WIRE.	ED NOISE IN EXCESS LED BY THE OUTPUT AL	OF FOUR P	FOLENT ON POTENTION TURNS OF	THE NOISE SETEMENT HESISTANCE N	SCALE D HAD TWO WIRE.	

PASE GSOE

18 JUL 1188

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM'AIRSORNE

SENERAL DYMANICS CONVAIR DIVISION

*** ***	DIFFICULTIES REVIEW-INSTRUMENTATION STRTEM-AIRBORNE	HENTATION STRTEM-A	REGRIE				
是因此也太明 生活上也太明	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE OIF	\$17£ 718£ 01F	PRI VEND OTH VENDO	PRI VENDOR NAME OTH VENDOR PART NO	,
COMMUTATOR BEGNESS AND SCOMMUTATOR BEGNESS AND SCORRECTIVE ACTION-THE TOL	UCTUATING SPEED WAS CAUSED BY CHANGES IN MOTOR ROTOR RESISTANCE, BRUSH RESISTANCE, BRUSH DUST RESISTANCE ACROSS THE COMMUTATOR SEGMENTS AND BY STICKY GOVERNOR CONTACTS ERODED BY ARCING. CORRECTIVE ACTION-THE TOLERANCE WAS CHANGED FROM PLUS OR MINUS S PERCENT TO PLUS OR MINUS S PERCENT.	NCE: BRUSH MESISTAN T ARCING. US S PERCENT TO PLI	CE. BRUBH	DUST RES	18 TANCE A	CR088 THE	4
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	MZ-90-E4-1140F OBCILLATOR-TRANBISTOR	FAR 87-18768-601	1600	E T	YES BENDEX HO	×	883763
FAILURE MODE-FAIL DURING LURE WAS CAUSED BY THE MIS HER DISCREPANCIES WERE FOU	FAILURE MODE-FAIL DURING OPERATION. THE TELEPAR FAILED WHEN THERE WAS A LOSS OF SIGNALS FROM SUBCARRIER 11. THE FAILURE WAS CAUSED BY THE SUBCARRIER OSCILLATOR. OT IER DISCREPANCIES WERE FOUND, BUT DID NOT CONTRIBUTE TO THE FAILURE.	THERE WAS A LOSS OF MULTIVISRATOR CIRC AILUME.	SIGNALS	FROM BUBCA	IRRIER 13 IER OBCIL	. THE FAILATOR. OT	
CORRECTIVE ACTION-60C INITIATED to was 183UED TO OBTAIN A CHANGE	VESTON CHANGES TO NOT PROVIDING FOR USE OF	ISTURE PROOF THE TELEPAK, CRITICISM AND DIFFICULTY REPOR LOCTITE TO SECURE THE BCREW FOUND LOOSE IN THE TELEPAK.	RITICISM IN FOUND L	AND D17F10 DOBE IN TO	OLTY REP IE TELEPA	ORT 63-06 A.	
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC ERB	SP-89-E4-3DSE-F OGCILLATOR-COMMUTATOR MOTOR	FAR RT-11541-905	2500 421027	FACTORY	YES BENDEX	×	
FAILURE MODE-OUT OF TOLER CHANNEL 11 MAS REPORTED T INE GUARANTEE BY 3 HOURS.	HEL 15 MAS REF F COMMUTATOR RE	VE 178 VOLTAGE-CONT	ROLLED OB	CILLATOR C	LLATOR OUT OF BAN	NO WIDTH.	
CCRRECTIVE ACTION-THE OBG AND REESE! ARE TO BE REPLA	CORRECTIVE ACTIOM-THE OBCILLATOR WAS READJUSTED AND OPERATED BATISFACTORLY. COMMUTATOR MOTORS BY THIS VENDOR (REED NO REESE) ARE TO BE REPLACED BY BENDIX MOTORS WHICH HAVE A LONSER ARTICIPATED LIFE.	BATIBFACTORLY, CON	HUTATOR M	OTORS BY	THIS VEND	OR IREED	
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC ERS	AOJER-BOTO/A1-401-858 TLM CAMIBTER-COAK	FLIGHT 87-01887-17	1590	WTR-A-1 300.00	22		7000
FAILURE MODE-OFENIELECT) TTER AND ANTENNA WHEN BUBT AND GUIDANCE BEACOMB) COM	FAILURE MOCE-OFENTELECT) LOSS OF TELEMETRY APPARENTLY DUE TO LOSS OF CONTINUITY IN MIRIMS BETWEEN TELEMETER TRANSMI Ter and antenna unen sustainer tank was destroyed. It was moted that other independent at systemsteasmener fod tlm and guidamer belicoms! Continued to function for beveral additional recombs.	LOSS OF CONTINUITY FED THAT OTHER INDE FLOMAL RECOMDS.	TREEST N	* BETWEEN ** BYBTENB	TELEMETE IPABBENGE	BETWEEN TELEMETER TRANSMI 878TENS (PASSENGER POO TLM	
WENICLE EFFECT-HONE, POST-RETROSPOCOF RETROSPOCOF RETROSPOCOF RETROSPOCAET FIRING INFINGENENT.	BYBIEM EFFECT-LOSS OF ALL ATLAS TELEMETRY DATA. Vehicle effect-wome, fost-retroricket data not received. Loss of sustainer tank by self-destruction believed result Of retroricket firing infingement.	S OF BUSTAINER TANK	- 4136 A6	CSTRUCTIC	** BELIEV	ED RESULT	* A. **
CORRECTIVE ACTION-HONE FO	CORRECTIVE ACTION-MONE FOR TLM SYSTEM, BAFFLING TO BEFLECT RETROROCKET ULAST FROM TANK,	CTROROCRET INLAST PR	OH TANK.				
	espelateral de Assetición de la Marie Laboratorio de la Colombia de la Socieda de la Socieda de Colombia de Co					PAGE 0397	_

SEMERAL D. .. MICS CONVAIR DIVIBION

**** ***

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

N T T T T T T T T T T T T T T T T T T T	TEST/REPORT NUMBER DIF DATA SOURCE VEHI	DIF DATA BOURCE PART NUMBER	300	SITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	ANDORREST STORESTS	7 A R R 7 - 0 5 5 0 0 - 5 0	BELORB PACTORY	ONY TES BENYOHICS NO	<u>.</u>
FAILURE MODE-OUT OF SPECI VARIATION AT A FREGUENCY	FAILUME WOOG-OUT OF SPECIFICATION. IT WAS REPORTED THAT THE TRANSDUCER EXHIBITED A 6 PERCENT INFORMATION BAND MIDTH Variation at a fresuency of Approximately 1.75 CP8.	THE TRANSCUCER EXHIBIT	ED A G PERCENT	INFORMATION BAND MIDI	.
CORRECTIVE ACTION-NOME.	CORRECTIVE ACTION-MONE, THE FAILURE WAS NOT CONFINNED.				-
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	B BF-80-24-3157F TRAMSDUC CCMMUTATOR, MOTOR	FAR BT-12648-1	1190 WTR 621024	YES UNITED ELECTRO NO DYANICS	0
FAILURE MODE-CONTABINATIC TO VARY FROM D TO 8.8 APR GPEN.	FAILURE MODE-COMTAMINATION. WHEN THE CHANNEL 14 COMMUTATOR MOTOR WAS CHECKED WITH A STROBOSCOPE THE SPEED WAS FOUND TO VARY FROM D TO S.S RPS. THE GOVERNOR CONTACTS WERE COVERS. OPEN.	PR MOTOR WAS CHECKED W FERED WITH A FINE WHIT	ITH A STROBOSC E POMDER CAUSI	OPE THE SPEED WAS FOUN NG THE CONTACTS TO STA	
CORRECTIVE ACTION-THE GOV • VENNOR INFORMED OF FAILLY VES CONTAMINATION IS THE	CORRECTIVE ACTION-THE GOVERNOR CONTACTS WERE BURNISHED AND THE SPEED WAS ADJUSTED. THE MOTOR THEN OPERATED NORMALLY Vensor informed of pailine and asked to insure that residual salts are not lept on covernor contacts. Vendor belie Es contaktion is the regult of normal mear.	WD THE SPEED WAS ADJUS IDUAL SALTS ATE NOT LE	TED. THE MOTOR FT ON GOVERNOR	AND THE SPEED WAS ADJUSTED. THE MOTOR THEN OPERATED NORMALLY SIDUAL SALTS ATE NOT LEFT ON GOVERNOR CONTACTS. VENDOR BELIE	- u
INSTRUMENTATION-A/B TELEHETRY SET AND TRANSDUC	B HZ-09-24-3063-F TRAMSDUC OBCILLATOR-TRANSISTOR	FAR 87-18768-801	1760 FACTORY 621024	ORT YES BENDIX NO	201100
FAILURE MODE-ERRATIC OPER THE MOISE NAS THE RESULT O ATOM CIRCUIT, THE TRANSEST	FAILURE MODE-ERRATIC OPERATION. THE TELEPAK FAILED WHEW IT HAD EXCESSIVE MOISE OM SUBCARRIER OSCILLATOR CHANNEL S. He moise was the result of unstable frequency output caused by Gain Hismatch of the Two Transistor Flip-Flop oscill Tor Circuit, the Transistor that Caused the Problem was not deterhined.	IT HAD EXCEDSIVE HOISE ED BY GAIN MISHATCH O HOT DETERMINED,	ON SUBCARRIER	OSCILLATOR CHANNEL S. SIBTOR FLIP-FLOF OSCIL	
CORRECTIVE ACTION-MOME, T	CORRECTIVE ACTION-MOME. THE VENDOR REVIEWED THE DISCREPANCY, BUT COULD NOT EXPLAIN THE APPARENT CHANGE IN TRANEISTO Characteristics.	KY, BUT COULD NOT EXP	LAIN THE APPAR	ENT CHAMGE IN TRANSISI	٥
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-99-R4-3074-F VIRING	7 A 2 8 7 - 1 8 6 7 8 - 5 8 5	10F FACTORY 681083	OH AE	
FAILURE MODE-SHORT (ELECT L 18. A RESISTANCE CHECK M OUTPUT, MAB SHORTED TO SE M AEL TO THE PLM BIB, WHIC	FAILURE MODE-SHORT (ELECT), THE TELEMETRY CANISTER FAILED WHEN THE S-VOLT CALIBRATION VOLTAGE WAS MISSING ON CHANNE. 18. A RESISTANCE CHECK WAS MADE, WHILE THE CAMISTER WAS STILL OM THE MISSILE. AND PIN C OF 1034136. THE CALIBRATOR OUTOUT, MAS SHORTED TO GROUMD. THE FAILURE WAS CONFIRMED. A WIRING ERROR MAD RESULTED IN A WIRE RUNNING FROM TSI PI 1 ASI TO ISE PIW BIS. WHICH ACCOUNTED FOR THE LACK OF S-VOLT CALIBRATION VOLTAGE.	WHEN THE S-VOLT CALE. STILL ON THE MISSILE. A MIRING ERROR HAD MILT CALEBRATION VOLTAGE	BRATION VOLTAS AND PIN C OF EBULTED IN A M	E WAS MISSING ON CHANN 1034116: THE CALIBRATC INE RUNNING FROM TOL	22

SEMERAL BYMANICS CONVAIR DIVISION

**** *** **

BYATEN BUB-BTERN	TESTARCOST NUMBER DIF DATA SOURCE VEHICL FAILES COMPONENT MANE FART HUMBER DATE D	DIF DATA SOURCE PART HUNBER	VEHICLE DATE DIF T	SITE PRI	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOM PART NO	
			37			•
COMMECTIVE ACTION-MANE. IN INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC I GRB.	-MANE, THE ANALYSIS WAS CAMERLED SECAUSE OF LACK OF AUTOMATED FOREST. SP-88-24-3203-F MANSDUC TRANSDUCER, INSTRUMENTATION POTENT F-DIPES-11 621025 IOMETER	FAR 7-01723-11	1310	ACTORY	YES BOURNS MO 42013-0-50-752	
FAILURE MODE-OUT OF TOLERA O BE DUE TO HIGH RESISTANCE L MOT ATATING FIRMLY BEATED D THE DRIVELINK BALL.	FAILURE MODE-OUT OF TOLERANCE, TWO TRANSDUCERS FOR MEASUREHENT FIP HAD HIGH OUTPUT READINGS, CAUSE WAS DETERHINED T O BE DUE TO HIGH RESISTANCE READINGS OF THE POTENTIONETERS WHICH IN TURN MERE CAUSED BY THE TRANSDUCER DRIVELINK BAL L NOT STATING FIRMLY SEATED IN THE MIPER ARM BALL BOCKET, THE BALL SOCKET CLAMP WAS NOT CLAMPED TIGHTLY ENOUGH AROUN D THE DRIVELINK BALL.	KENT FIP HAD HIGH OU RICH IN TURN WARE C. WE BALL BOCKET CLAMP	TPUT READIN AUSED BY TH WAS NOT CL	GB. CAUSE E TRANSDUC AMPED TIGH	WAB DETERMINED T ER DRIVELINK BAL TLY ENOUGH AROUN	
CORRECTIVE ACTION-RECONNEND DE A GREATER MOLDING FORCE O D-SOCKET TVPE DRIVE LINKAGE.	CORRECTIVE ACTION-RECOMMENDED VEHDOR CORRECT THE PROBLEM BY TIGHTENING THE CLAMP AROUND THE DRIVELINK BALL TO PROVI E A GREATER MOLDING FORCE ON THE BALL. THE VENDOR 18 INSTITUTING CHANGES IN THE TRANSOUCER DESIGN USING THE BALL-AM -SOCKET TYPE DRIVE LINKAGE.	' TIGHTENING THE CLAI FUTING CHANGES IN TH	WP AROUND TE TRANSOUCE	HE DRIVELI R DESIGN U	NY BALL TO PROVI SING THE BALL-AN	:
INSTRUCENTATION-A/B TELEMETRY BET AND TRANSDUC I	A-99-E4-3034-F Telemetry Accessory Package	FAN 84-148361-14	10f 62102E	FACTORY YES	•	**************************************
FAILURE MODE-OUT OF SPECIF OLTS INSTEAD OF 5.0 VOLTS (EL 3-51 OUTPUT MAS 75 PERCE	FAILURE WODE-OUT OF SPECIFICATION, THE FOLLOWING DISCREPANCIES WERE REPORTED. (1) 100 PERCENT CALISRATION WAS D.4 V OLTS INSTEAD OF 5.0 VOLTS (2) CHANNELS 1-E; 2-11; 2-G AND 2-12 OUTPUTS WERE 10 PERCENT OF EXPECTED VALUES. (3) CHANN EL 3-11 OUTPUT WAS 75 PERCENT OF EXPECTED VALUE.	IES WERE REPORTED.	(1) 100 PER	CENT CALIB EXPECTED V	RATION WAS D.4 V ALUES, (3) CHANN	
CORRECTIVE ACTION-NOME, FA	-NOME, FAILURES WERE NOT COMFIRMED.					
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC N	A-88-64-5038 Mire	FAR 87-18571-877	10F 621020	3 3	YES BENDIX NO	•
FAILURE MOLE-OPEN (ELECT). THE MIRE MMICH FURNIBHED T FICATIOM OF THE CANIBTER.	(ELECT). IT WAS REPORTED THAT THE 88 VOLTS MEEDED FROM PIN Y OF 1JF WAS MISSING, THIS WAS BECAUSE. INISHED THE 28 VOLTS (COMMECTOR 1JF PIN J TO PIN P) WAS MISSING, THIS WIRE WAS ONITTED DURING MODISTER.	S MEEDED PROM PIN Y TO PIN P) WAS MISSI	OF 1.17 WAS	MISSING. RE WAS ON!	THIS WAS SECAUSE TTED DURING MODE	
CORRECTIVE ACTION-ABBITIONAL OF THE PACKAGES BY INSPECTION.	CORRECTIVE ACTION-ADDITIONAL TEST PROCEDURES AFTER CANISTER KODIFICATION WILL BE INITIATED, INCLUDED IS F THE PACKASES BY INSPECTION,	KODIFICATION WILL I	AC INITIATE	D. INCLUDE	D IS A RING OUT	
					#840 H274	
CORRECTIVE ACTION-ADDITION OF THE PACKAGES BY INSPECTI	IAL TEST PROCEDURES AFTER CAMISTER	HODIFICATION WILL	DE INITIATE	D. 1MCLUDE	•	5

18 JUN 1884

		DIFFICULTIES REVIEW-IN	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	LIRBORNE				ı
	NATE ADD	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	I I I	PRI VENDOR NAME OTH VENDOR PART NO	
	INSTRUMENTATION-"/B TELEMETRY BET ANG TRANSDUC ERS	A0182-5031/F1-601-50-14	FLIGHT	14F 621019	ETR-13 0.	1 2		:
	FAILURE MODE-OUT OF TOLES IDERED TO HAVE BEEN GENERA	FAILURE MODE-OUT OF TOLERANCE, TELEWETRY RF 4 DISPLAYED A MOISE CONTENT OF APPROXIMATELY 10 TO 18 PERCENT FSW. COMS Idered to have been generated by the Inflight Recording and transmission system.	A MOISE CONTENT OF API IND TRANSMISSION SYSTE	ROKIMATELY (.	10 TO 18	PER	ENT FBW. CONS	
	STRIEN EFFECT-IMPROPER AN	BYBYEN EFFECT-IMPROPER ANALOG BIGNALS, NO DATA WAS LOGT BUT BYBIENS ANALYBES WERE WORE DIFFICULT BECAUSE OF THE MIG I moibe content.	BUT BYSTEMS AMALYSES :	KRE HORE D	IFFICULT	BECAU	SE OF THE HIS	
	VEHICLE EFFECT-MOME.							
	CORRECTIVE ACTION-UNKNOWN.	* .						- j
	INSTRUCEMENTION-A/B TELEMETRY BET AND TRANSOUR ERB	FB HG-89-24-3047F TRANSDUC OSCILLATOR RESISTOR	FAR MY-01458-94W	1300		ž 02 02	YES BENGIX-PACIFIC NO	***************************************
	FAILURE MOE-OUT OF TOLES ATURE TEST, ONE BAD SOLDES M THE FILTER PORTION OF TH	FAILURE MODE-OUT OF TOLERANCE. FREGUENCY OF THE OSCILLATOR MAS TOO HIGH. WHEN ADJUSTED IT 1 YCREASED DURING A TENPE ATVAE TEST. ONE BAD SOLDER JOINT AND TWO RESISTORS MITH NIGH TENPERATURE COEFFICIENT WERE POUND IN THE OSCILLATOR. IN THE FILTER PORTION OF THE OSCILLATOR. TWO COLD SOLDER JOINTS AND A BROKEN GLASS ISCLATOR WERE FOUND. FAILURE MAS TREISUTED TO THE HIGH TEMPERATURE COEFFICIENT OF THE RESISTORS.	ITOR WAS TOO HIGH. WHEN ADJUSTED IT LYCREASED DU NIGH TEMPERATURE COEFFICIENT WERE FOUND. IN THE JOINTS AND A BROKEN GLABS ISCLATOR WERE FOUND.	ADJUSTED I	T LYCREAS POUND IN	En Du 4 THE JUND.	MING A TEMPER OSCILLATOR, I FAILURE MAB A	
	CORDECTIVE ACTION-THE VENTORS LANGON TO EXHIBIT HIGH TE	CORPECTIVE ACTION-THE VENDOR OF THE FILTER HAS BEEN CHANGED. THE VENDOR OF THE OSCILLATOR STATED THAT THE TWO RESID Tors waich exhibit mich temperature coefficients are used for temperature compensation. The high temperature coeffic Ient is a normal parameter for these resistors.	SED, THE VENDOR OF THIS FOR TEMPERATURE COMP.	OSCILLATO	# 8747E8 HE HIGH T	THAT TEMPER	THE THO RESIS ATURE COEFFIC	
	INSTRUMENTATION-A/B SP-992 TELEMETRY BET AND TRAMSOUC FILTER ERB	8P-9924-3109-F : Fil.Ter	FAR RT-11841-809	623039	FACTORY	5 £	END I X	***************************************
	FAILURE MODE-ERRATIC OFFI HANNEL 14. THE FAILURE IS	FAILURE MODE-ERRATIC OPERATION. THE TELEMETRY PACKAGE MAD EXCESSIVE HOISE IN CHANNELS 15 AND E: AND DISTORTION IN C Hannel 34. The Failure is attributed to the installation of an incorrect limiter filter in the package.	D EXCESSIVE HOISE IN OF AN INCORRECT LIMITI	HANNELS 10 IR FILTER 1	AND ES A N THE PAC	NA DE	STORTION IN C	· · · · · · · · · · · · · · · · · · ·
1	CORRECTIVE ACTION-UNKNOWN.						en d'Aum	
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	B H6-80-K4-35F1F TRANSDUC TRANSDUCER; EMSTRUMENTATION	7 A R 7 - 0 5 7 8 0 - 8	• 10 1 2 9 • 10 1 2 9	FACTORY	2	VES BOURNS NO	
	FAILURE MODE-COMTANIMATIC AT OF THE TRANSDUCER,	FAILURE MODE-COMIANIMATIOM, TRANSDYCER WOULD NOT GIVE AN OUTPUT SIGNAL WHEN PRESSURE WAS APPLIED TO THE PRESSURE FO IT OF THE TRANSDUCER,	I OUTPUT SISNAL WICH PI	IESSURE WAS	APLIED	5 #	E PRESSURE FO	
_,							DOOR DOOR	7

	***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	TUNENTATION SYSTEM'S	IRBORNE				
	8.06-87EN	TEST/AEFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	TINE DIF	1 N	VENDOR NAME VENDOR PART NO	
	CORRECTIVE ACTION-HOME, F SED BY CONTAMINANT PARTICL ARM TO LIFT OFF THE MANNE	OM-MOME, FAILURE MAS NOT COMFIRMED, HOWEVER, THE FAILURE MAY HAVE BEEM OF AM INTERMITTENT MATURE CAU INT PARTICLES FOUND IN THE TRANSDUCER DIL, THESE PARTICLES COULD HAVE CAUSED THE POTENTIOMETER WIPER	. THE PAILURE MAY HA	VE BEEN OF	AN INTER	## THE PER PER PER PER PER PER PER PER PER PE	INT MATURE CAU	•
	A/B D TRANSDUC	AKRR-GOTI/FC-CO-GI-UDOS-GUS FILTER-ELECTRICAL BORC LIMITER FIL TER.	COMPOSITE-FACTORY	#500 #21016		. Q		
	FAILURE WODE-FAIL DURING OFERATI AULTY BOKC LIMITER FILTER IN THE	DURING OPERATION. DISTORTION ON CHANNEL 14 WAS EVIDENT DURING THE RSC INHIBIT FUNCTION DUE TO FILTER IN THE TELEMETER WHICH ALLOWED INTERCHANNEL MODULATION DISTORTION.	14 WAS EVIDENT DURIN Terchannel Modulatio	6 THE RAC	NHIBIT 7	10HCT.	ION DUE TO A F	· · · · · · · · · · · · · · · · · · ·
	VEHICLE EFFECT-COMPOSITE	COMPOSITE ABORTED AND RESCHEDULED. BYSTEM AND COMPOSITE RETESTING WERE REGUIRED.	NO COMPOSITÉ RETESTI	NG VERE RE	DUIRED.		,	
	COARECTIVE ACTION-THE 3UX	SUXC LIMITER FILTER WAS REPLACED AND	THE TELEPACK REINSTALLED.	ALLED.				
	INSTRUMENTATION-A/B TELEMETAY SCT AND TRANSDUC ERS	NZ-00-E4-320G-F Yrahboucer, instrumentation	FAR 7-01849-18	1,590	# E	4 C 4	ROSEMOUNT 135CF	#09 F @ 0
	FAILURE MODE-OUT OF TOLER OF THE RECORDED FAILURE OF RECORDING INSTRUMENT. THIS E THE RECORDING INSTRUMENT	FAILURE WODE-OUT OF TOLERANCE, TRANSDUCER READ OUT OF TOLERANCE, FAILURE WAS MOT COMFIRMED. THE WOST PROBABLE CAUSE OF THE REPORTED FAILURE COULD HAVE BEEN A POOR CONNECTION IN THE ELECTRICAL CIRCUIT BUTHERN THY TRANSDUCER AND THE RECORDING INSTRUMENT, THIS WOULD TEND TO PLACE MADE RESISTANCE IN SERIES WITH THE TRANSDUCER ELEMENTS AND WOULD CAUSE INE RECORDING INSTRUMENT TO READ HIGH OR ACT AS IF THE TRANSDUCER WAS READING A HIGHER TEMPERATURE THAN IT SHOULD.	OUT OF TOLERANCE, FAILURE WAS MOT COPFIRMED. THE MOST PROBABLE CAUSE I CONNECTION IN THE ELECTRICAL CIRCUIT BUTKEN THE TRANSDUCER AND THE MODEL RESISTANCE IN SERIES WITH THE TRANSDUCER ELEMENTS AND WOULD CAUSAS IF THE IRANSDUCER WAS READING A HIGHER TEMPERATURE THAN IT SHOULD.	OT CONFIRM RCUIT BUTH HE TRANSOUM A HIGHER	DO. THE PERMITTER CLEME	PRANSI SATE	ROBABLE CAUSE DUCER AND THE IND WOULD CAUS IAN IT SHOULD.	
	CORRECTIVE ACTION-FIELD FERSONNEL UIT CONNECTORS FOR CORROSION, BENT	FIELD PERSONNEL AT ETR WERE INFORMED OF THE ANALYSIS AND REQUESTED TO CHECK ALL THE EXTERNAL CIRC Corrosiom, bent ping and other high-resistance-causing discrepancies before they are connected.	THE AMALYSIS AND REG BTANCE-CAUSING DISCR	UESTED TO C	CHECK ALL	. THE .	EXTERNAL CIRC CONNECTED.	
1	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	#-600-01-00-4 #-1202-01-01-00-4	7.A.R 87-05588-8	#010 **1019	BO-FAC	2 2	61LF1LLAN 100002	
	FAILURE MODE-FAIL DURING MAB MOT COMFIRMED. THE TRA	FAILURE MODE-FAIL DURING OFERATIOM, THE UNIT EXHIBITED ZERO OUTPUT WHEN TWO MATTS OUTPUT MAS EXPECTED. THE FAILURE IAS MOT COMFIRHED. THE TRANSMITTER MAS WOST LIRELY REJECTED SECAUSE A DE-COUPLING DEVICE WAS MOT USED DURING TESTIN	DOUTPUT WHEN TWO WA BECAUSE A DE-COUPLE	TTS OUTPUT NE DEVICE	MAB EXPE	CCTED JSCD (WHEN TWO MATTS OUTPUT WAS EXPECTED. THE FAILURE A DE-COUPLING DEVICE WAS NOT USED DURING TESTING	
1	CORRECTIVE ACTION-USE OF	CORRECTIVE ACTION-USE OF A DE-COUPLING DEVICE MMILE TESTING 18 HOW REQUIRED IN A HEW E.O.P. 350-518-8 188UED FEB.	F 18 HOW REQUIRED IN	A NEW 6.0	* * * * * * * * * * * * * * * * * * * *	*:	198UEO FEB. 1	

SEMERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

9961 NOT 81

STATEM SUG-STATEM	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF TI	SITE PRI	PRI VENDOR NAME OTH VEHDOR PART NO	
			4			00700
INSTRUMENTATION-A/B TELEMETRY SET AMP TRANSDUCERS FAILURE WOE-OPENIELEC.) OPERATED INTERHITTENTLY BE SFACTORY CONTACT WITH THE LIKE INSULATIVE MASHER.	ELEMETRY BET AND TRANSDUC BHITCH, CHANGEOVER-HOTOR RT-DIEDG-601 621D10 FACTORY YES RIHETICS RS FAILURE HODE-OPENIELEC.) THE CHANGEOVER SHITCH WOULD NOT BHITCH FROM THE INTERNAL TO EXTERNAL POSITIOM. THE SHITCH OPERATED INTERHITEHLY BECAUSE ONE OF THE CARBON BRUSHES IN THE SPACER MAS BOUND IN 178 SLOT AND COULD NOT HAKE SATS SEACTORY CONTACT WITH THE ARLHTURE DUE TO A DEFORMED SPACER MAS DEFORMED BY AN EXCESSIVELY THICK RUBBER-LIKE INSULATIVE MASHER.	FAR RT-DIEDG-EDS TCH FROM THE INTER THE MOTOR WAS BOUN THE SFACER WAS DEF	#21D10 FA	FACTORY TES NO ERNAL POSITI LOT AND COUR	MO M-145-7 ITIOM. THE SWITCH OULD WOT MAKE BATS	
CORACCTIVE ACTION-EFFECTI MASHER BO THAT IT WILL BE USH. INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC	CORNECTIVE ACTION-EFFECTIVE SI DEC. 1962 THE MOTOR ASSEMBLY PROCEDURES MERE REVISED TO TRIM EACH RUBBER INSULATING MASHER SO THAT IT WILL BE FLUSH WITH THE END-BELL: THERENY REMOVEME ANY POSSIBLE PRESSURE ON THE INSULATOR OR THE BRUSH. USH. INSTRUMENTATION-A/B FAR-A-60-24-3332 IAR TOF PLATTSEU YES COLVIN TELEMETRY SET AND TRANSOUC PRESSURE TRANSOUCER 87-01283-7 621009 RG NO 401-A-10-75	PROCEDURES WERE RE MOVING ANY POSSIBL I AN 1 AN 87-01243-7	E PRESSURE C	RIM EACH RUBBER INS. CM THE INSULATOR OF PLATTSBU YES COLVIN RG	BBER INSULATING ULATOR OR THE BR \$ COLVIN 401-A-10-75	88 07 40
MODE-CONTAMINATIC POTENTIONETER CAUJ 18ER AND BOLDER BP IVE ACTION-IT WAB NBULATION ON THE W	FAILURE MODE-CONTAMINATION. THE TPANSDUCER WAS REJECTED FOR ERRATIC OUTFUT, CONTAMINATION ON THE RESISTANCE WINDING OF THE POTENTIONETER CAUSED THE WIFER TO SE LIFTED OF THE WINDING, ARCING OCCURRED, LEAVING A SURMT AREA ON THE MOING. FISER AND SOLDER SPLASHES WERE FOUND ON THE RESISTANCE WINDING AND ON THE INSIDE OF THE CASE, COARECTIVE ACTION—IT WAS RECOMMENDED THAT THE VENDOR SE REQUESTED TO 13 IMPROVE CLEANLINESS, S? FIND CAUSE OF THE CAINPED INSULATION ON THE WIPER ARA LEAD AND 33 INITIATE WORK STRINGENT INSPECTION.	ERRATIC OUTPUT. CO HUDING. ARCING OCC: WINDING AND ON TH CATED TO 11 HWROY STRINGENT INSPECTI	NTAHIMATION BARED, LEAVI E IMBIDE OF CLEANLINES	ON THE RE NG A BURN THE CASE,	SISTANCE WINDING IT AREA ON THE WI D CAUSE OF THE C	
INSTRUMENTATION-A/B A-89-24-3037-F TELEMETRY SET AND TRANSDUC TAPE RECORDER/TET ERS FAILUNE MODE-OUT OF FOLERANCE, THE REPORTE H) ON CHANNELS IS: 13 AND A OH THE NAGNETIC CORRECTIVE ACTION-FAILURE WAS NOT CONFIRME	HASTRUMENTATION-A/8 A-99-24-3037-F FAR 21F FACTORY YES ELCHETRY SET AND TRANSDUC TAPE RECORDER/TIT 27-12/12-819 8210.6 MO RS FAILURE MODE-OUT OF TOLERANCE, THE REPORTEU DISCREPANCY MAS EXCESSIVE NOISE (UP TO 10 PERCENT OF INDICATED BANDUIDT H) ON CHANNELS IS: 13 AND A ON THE NAGHETIC TAPE IN THE RECORDER. CORRECTIVE ACTION-FAILURE MAS NOT CONFIRMED, MO CORRECTIVE ACTION TAKEN,	FAR ET-18/13-819 EXCESSIVE NOISE (U OER.	21F FA 421000	FACTORY YES NO REGINT OF IND	S OLCAYED BANDWIDT	설 다 이 대 최
TELEMETRY BET AND TRANSOUC ERB FALLUKE MODE-STRUCTURAL.	THE TRANSPORT TOWN TO THE THE THE THE THE THE TOWN THE BENTONIC FALLOR FACTORY VES BERVONIC FALLOR FACTORY VES BERVONIC FALLOR FALLOR NO D-BE FAILURE MODE-STRINGFURAL, THE TRANSDUCER FAILED WHEN THE EXCITATION VOLTAGE INPUT LEAD CONNECTED TO PIN 8 WAS FOUND FALLOR.	FAR 7-01737-8 74710N VOLTASE 1NF	ESSO FA 6ESSOS 11 LEAD COMM	FACTORY VEG NO NHECTED TO F	VES BERVONIC NO D-BE O PIN B MAS FOUND [PACE G408	
	ARTINET TO THE PROPERTY OF THE				PAGE 0408	_

SENERAL DYNAMICS CONVAIR DIVISION

1. 金男子

「一方世」には京都 これのでは、一日のではないというと、一日のできるからか

13 1UM 1968

*****	DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRSORME	MENTATION SYSTEM-AI	RBORNE			
ATATEM ASTETA	TEST/BEFORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE	IF OTH	VENDOR HANE VENDOR PART NO	
OPEN CIRCUITED, CAUSE OF T	THE FAILURE WAS OVERSTRESSING AND FRACTURE OF THE WIRE IN TENSION.	ACTURE OF THE WIRE	IN TENSION.			**************************************
COMPLETIVE ACTION—A ARMO INSTRUMENTATION—A/B TELEMETRY SET AND TRANSDUC ENS	SP-80-E4-3040-F FERSONNEL RESENDING MISCANDLING OF INDBOLERS. 8P-80-E4-3040-F FACT. 80-1366-825 -321009 FACT.	FAR 88-13666-623	ARIOGE FACTORY	# Q	TEXAS INSTRUME NTS	
FAILURE MODE-OUT OF TOLER V IR.6 SECONDS WIEN A MINE	F TOLERANCE, REPORTEDLY THE PREFLIGHT CALIBRATOR FOR CHANNELS 1, 2, 3, 12 AND 13 OPERATED FOR ONL A minimum of 13 seconds is resulred.	BRATOR FOR CHANNELL	1 1. R. S. SR A	5 # Q	EKATED FOR ONL	
COHRECTIVE ACTION-NOME, F.	FAILURE NOT CONFIRMED.	,				
y	TEMPERATUME TRANSDUCER	FAR 7-01664-4	116D FACTORY SE1SE4		VES LEWIS NO SESSEA	******
FAILUNE MODE-STRUCTURAL. THE TRANSDUCER CASE, FAILU	FAILURE MODE-STRUCTUMAL. THE TRANSDUCER FAILED DURING FINAL CHECROUT WHEN THE ELECTRICAL RECEPTACLE SEPARATED FROM THE TRANSDUCER CASE, FAILURE MAS THE RESULT OF ASUSIVE HANDLING DURING MIDSILE CONSTRUCTION AND MAINTENANCE.	CHECKOUT WHEN THE B	LECTRICAL RECEPTION AND	TACLE	EPARATED FROM	· · · · · · · · · · · · · · · · · · ·
CORRECTIVE ACTION-SUPERVI	CORRECTIVE ACTION-SUPERVISION WAS INFORMED OF CORRECT HANDLING METHODS FOR PARTS AND	NG METHODS FOR PART	S AND MATERIALS.		en e	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	A-89-24-3199-F TRAHSDUCER, INSTRUMENTATION	FAR 7-01780-8	ZIF FACTORY 421003		YES BOURNS MG TBS11-G-35-752	000114
FAILURE MODE-BTRUCTURAL. THE MIPER AND CIRCUIT WAS E UPPER MANDREL. THE BREAK THE PLASTIC FEEDTHR	FAILURE MODE-STRUCTURAL, TRANSDUCES HAD AN OPEN CONDITION IN THE POTENTIOMETER WIPER ARM OUTPUT CIRCUIT, A BREAK IN THE WIPER ARM CLACUIT WAS LOCATED AT THE POINT WHERE THE WIRE EXTRON A SHELLAG-FILLED PLASTIC FEEDTHROUGH IN THE UPPER WANDEL, THE BREAK WAS CAUSED BY THE WIRE DEING OVERSTRESSED IN A YORGUING MODE, THE SECTION OF THE WIRE IN THE PLASTIC TURE MAS WAS DISCIPLED BY THE BORDING SHELLAC WHILE THE OTHER UND OF THE WIRE WAS ROTATED. THE BONDING SHELL IN THE PHASTIC THE WAS ROTATED. THE BONDING SHELL	I THE POTENTIOMETER EXITS PROM A BUELTACESTED IN A TORGOL THE THE OFFICE END OF THE BUELT COMMENT OF THE COMMEN	WIPER ARM OUTPILLAC-FILLED PLANING HODE, THE BEING HER MARK WAS ROYMITROL.	T C18C	III, A BREAK IN DTHROUGH IN TH W THE WIRE IN IE BONDING SHEL	
CORRECTIVE ACTION-SINCE THE HALUFACTURE CLEANING METHODS UNICH SHOULD ELININATE	IINCE THE HALUFACTURE OF THIS TRINSDUCER, THE VENDOR HAS INITIATED SUALITY CONTROL PROCEDUTES AND	THE VENDOR HAS INII	TATED BUALITY O	ONTROL	PROCEDUPES AND	

SEMERAL DYMMICS CONVAIR DIVISION

**** HOT #1

DIFFICULTIES REVIEW-INSTRUMENTATION STRUKAIRBORME

	***************************************			* * * * * * * * * * * * * * * * * * *
VEHICLE SITE PRI VENDOR MAME DATE DIT TIME DIF OTH VENDOR PART HO	YES BENDIN-PACIFIC NO	UIRED. THIS MAS.	WO DYNAMICS WO DYNAMICS A FEW MINUTES WAR CASE, THIS CAUSED	TES CD/C MO TEST. VES SERVONIC MO H-17E-E PUT, THE MOISE OR
9 0 7 X		MINE F	1	A A A A A A A A A A A A A A A A A A A
817E TIME DI	FACTORY	VOLTS 1. A BROKEN PERFORM	FACTORY ZERO AFTI NG TO TH	FIRST LO NEL E. PACTORY PACTORY
VEHICLE DATE DIF	# B 1 0 0 E	CAUBED BY	1370 \$21001 \$2001 \$0000 TO	BISD SEDSES SEDS
DIF DATA BOURCE PART NUMBER	FAR 88-01174-131	EN O.848 PLUB ON H	FAR ET-12851-1 FER POWER OUTPUT D INCY OSCILLATOR (V	COMPOSITE-B FACT RY-11541-895 HANNEL E STOPPED SUPPLYING DATA O SUPPLYING DATA O SUPPLYING DATA O ST-31368-89 ST-31368-89
TEST/REPORT NUMBER FAILED COMPONENT NAME	INSTRUMENTATION-A/B A-88-E4-300SF TELEMETAT BET AND TRANSDUC VOLTAEE-CONTROL OBCILLATOR-WIRE ERS	FAILURE MODE-STRUCTURAL, A G.61 VOLT OUTPUT WAS MEASURED WHEN G.646 PLUS OR MINUS G.905 VOLTS IS REGUIRED. THIS WAS DUE TO AM OPEM CIRCUIT BETWEEN PIN 3 (POWER IMPUT) AND THE CIRCUIT, PROBABLY CAUSED BY A BROKEN MIRE. CORRECTIVE OF AN OPEM OF PERFORM THE FAILURE ANALYSIS CORRECTIVE ACTION-MONE, THE VENDOR WOULD NOT TAKE CORRECTIVE ACTION SINCE THEY DID NOT PERFORM THE FAILURE ANALYSIS	ELEMETRY SET AND TRANSDUC CACILLATOR CAFACITOR RS FAILURE WOOC-ELECTRICAL SHORT, IT WAS REPORTED THE TRANSHITTER POWER OUTPUT DROPPED TO ZERO AFTER A FEW HINUTES WAR A TREGUENCY SHIFT. CORRECTIVE ACTION-WOME.	FAILURE MODE-ERRATIC OPERATIC
STSTEH SUS-STEH	INSTRUMENTATION-A/B TELEMETAT SET AND TRAMSDUC ERS	FAILURE MODE-BIRUCTURAL, BUE TO AN OPEN CIRCUIT BE CORRECTIVE ACTION-NOME, 1	INSTRUMENTATION-A/S SP-SS-E4-3042-F TELEMETRY SET AND TRANSDUC OSCILLATOR CAPACITOR CRS FAILURE MODE-ELECTRICAL SHORT, IT MAS REPORTE M UP. THIS MAS DUE TO THE VARICAP USED IN THE A FREGUENCY SHIFT. CORRECTIVE ACTION-MONE.	INSTRUMENTATION-A/B FREEMETRY BET AND TRANSDUC COMMUTATOR-EFS CHANNEL E ERB FAILURE MODE-FAIL DURING OPERATION, THE CONNUTATOR BYSIEM EFFECT-OPERATION STOPS PRENATURELY, TELENE VEHICLE EFFECT-NOME, CORRECTIVE ACTION-THE PACKAGE WAS TAPPED LIGHTLY, E TEST. INSTRUMENTATION-A/B FELEMETRY BET APO TRANSDUCE PRESSURE TRANSDUCER ERB FAILURE MODE-ERRATIC OPERATION, THE TRANSDUCER ERB

GENERAL DYNAMICS CONVAIR DIVISION

**** *** ***

		DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORPE	UMENTATION SYSTEM'A	I RBORHE				
	8787EW 8-8787EW	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUMBER	VEHICLE DATE OIF	\$17£	= E	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART HO	
	CORRECTIVE ACTION-THE VE	I-THE YENDOR REDEBISHED THE TRINBOUCER, PEP YCP27-01364-8-YCP-008, MICH MAS ACCEPTED BY 6D/C 63020	VCPR7-01886-8-VCP-	809, WHICH	WAS ACC	9	87 6D/C 43020	*****
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	NT-AS-E4-4052-C RANSDUC PRESSURE TRANSDUCER	FAN 27-01306-39	161D 6209RT	FACTORY	2 3	BERVONIC H 172-9	***
	FAILURE MODE-ERRATIC OF	FAILURE MODE-ERRATIC OPERATION. UP TO 15 PERCENT SPIKING OBSERVED.	.					
	CORRECTIVE ACTION-MOME.	FAILURE HOT CONFIRMED.					·	
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	A-98-E4-3041-F TLM CAMISTER-POWER GUPPLY	FAR 87-18890-813	1130 620927	ETR	* Q		750100
	FAILURE MODE-OUT OF TOLERAN IMED EXCESSIVE NOISE SPIRES.	OF TOLERANCE. THE TELEPAK REPORTEDLY HAD LOM 118 AHD 28 VOLT OUTPUTS AND THE 113 VOLT OUTPUT CONTA SE SPIKES.	OH 115 AND 26 VOLT	OUTPUTS AN	D THE 113	. VO. 1	OUTPUT COMTA	
	CORRECTIVE ACTION-NOME. FAILURE NOT CONFIRMED.	FAILURE NOT CONTIBNED.		:		:		
	IMSTRUMENTATION-A/B TELEMETRY BET AND TRAMBUUC ERB	FRAMBDUC OSCILLATOR	FAR 87-18573-809	16F 6209EP	FACTORY	2 P	# C 000 3 #	•
	FAILURE NODE-OUT OF TOLE INDICATED EXFRENE BIGHAL ERHAPB DUE TO INBUFFICIEN	FAILURE WODE-OUT OF TOLERANCE, CHANNEL & BUBGARRIER OBCILLATOR REPORTEDLY BAIFTED ED CPB AND CHANNEL 1D REPORTEDLY Indicated extreme bighal breakup and variations. The channel 10 pailure was not confirmed, the channel 2 shift was exhaps due to insufficient warm up prior to adjustment.	TOR REFORTEDLY SHIFTS AS TO FAILURE WAS NOT	TED 8G CPS CONFIRMED	AND CHAP . THE CH	WEL 1	D REPORTEDLY R SMIFT MAS P	
	CORRECTIVE ACTION-PERSON ED AT ALL TIMES.	-PERBCHNEL WERE INSTRUCTED TO BE BURE THAT THE WARM UP PERICOS STIPULATED IN PROCEDURES ARE OBSERY	THE WARM UP PERSON	. STIPULAT	ED IN PRO	n cu	ES ARE OBSERV	
	INSTRUMENTATION-1/B Telemetry bet and transduc Erb	MZ-48-24-3479-F Pressure (rangoucer	4 A B B B B B B B B B B B B B B B B B B	4 4 1 D	FACTORY	2 Q	VEB BERYONIC NO H-178-4	444
	FAILUME MODE-FAIL DURING	DUNING OPERATION. NO OUTPUT WITH 800 P816 APPLIED.	APPLIED.					
	CORRECTIVE ACTION-MOME, PAILURE NOT COMPIRED.	FAILURE NOT COMPREMED.						· · · · · · · · · · · · · · · · · · ·
<u>. </u>		de karanagaiker (des destingen gekelemen bekaldis de palakaja (des enjembriskanagadas) en degamentes en de des						•

PASE 0405

GENERAL DYNAMICS CONVAIR DIVIBION

10 10M 1066

	DIFFICE THE REVIEW-INDIRECTATION STRTEM-AIRBORNS	IUMENTATION BYSTEN'A	IMBORNE				
BVATEN BUB-BTETEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE TIME DIF	O THE	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSOUC	A-88-24-3025F I TELEMETRY ACCESSORY PACKAGE/RECTIF 27-12885-805 IRR	FAR 27-12561-605	16E 920924	FACTORY	2 2		
FAILURE MODE-OUT OF TOLE OUT OF TOLERAME. A PROCE	OF TOLERANCE. THE OUTPUT VOLTASE FROM THE DUAL RECTIFIER ASSEMBLY WITHIN THE FACKASE MAS REPORTED A PROCEDURE DISCREPANCT IN EOP 350.350.2; TCA 18 RESULTED IN IMPROPER ADJUSTMENT.	DUAL RECTIFIER ASSE TCA 18 RESULTED IN	MELV WITHE IMPROPER A	N THE PAC	¥ .	MAB REPORTED	
CORRECTIVE ACTION-RECTIF RECTIFIER ASSEMBLY ADJUST	CORRECTIVE ACTION-RECTIFIER WAS CORRECTLY ADJUSTED. KOP 330.360.2; TCA 19 WAS CORRECTED TO REFLECT THE PROPER DUAL Rectifier assembly adjustment by Eqp TCA 20; dated szusze.	1.260.2; TCA 19 WAS	CORRECTED	TO REFLEC	T.	PROPER DUAL	
IMSTRUMENTATION-A/B TELEMETRY SCT AND TRANSDUC ERS	SM-AS-E4-3023F C AUKILIARY SIGNAL COMDITIONER	FAR 87-18889-647	\$500 \$200E1	PACTORY	40.		******
FAILURE MODE-OUT OF TOLE 13.	OF TOLERANCE. THE REFORTED DISCREPANCY WAS CHANNEL 13: CAUSING EXCESSIVE HOISE ON CHANNELS 14 AND	CHANNEL 15: CAUSIN	e EXCESSIY	361016 3	3 ₹	MAELS 14 AND	
CORRECTIVE ACTION-FAILURE	RE NOT CONFIRMED, NO CORRECTIVE ACTION.			`			
INSTRUCENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	A-99-E4-3010F C TELEMETRY PACKAGE/WIRE	FAR R7-12572-000	16F 6209EG	FACTORY	22	#END1x	***
FAILURE MODE-OUT OF TOLE A BURNT OPEN WIRE MMICH M	OF TOLERANCE. WIIT FAILED BY HAVING NO 28 VDC OM PIN AB OF CONNECTOR 105 VIJS. THIS HAS CAUSED BY WHICH WAS DUE TO THE USE OF A FAULTY, UMAUTHORIZED, SHORTING PLUS.	VDC ON PIN AB OF CO	NNECTOR SO PLUG.	. Kr18. 3		AS CAUSED BY	
 CORRECTIVE ACTION-ALL UM. LUGS.	-ALL UMAUTHORIZED BHORTING PLUGS WERE REMOVED. PERSONNEL WERE INSTRUCTED MOT TO USE UNAUTHORIZED	VED. PERBONNEL WERE	ENSTRUCTE) NOT TO	340	MAUTHORIZEG P	•
IMBIRUMENTATIOM-A/B TELEMETRY BET AND THANBOUC ERB	AOJ62-0047/F1-604-00-08 ; cohmutator	COUNTDOWN	616029		7E.\$		
 FAILURE MODE-OUT OF SPECI	SPECIFICATION. RF PACKAGES NO. 1 AND NO. 2 COMMUTATORS RUNNING AT BLOW SPEEDS PRIOR TO START OF	. E COMMUTATORS RUMI	41M6 AT 8L	**************************************	A I	A TO START OF	
 BYBIEM EFFECT-OPERATION TOO LOW, RF. VEHICLE EFFECT-COUNTDOWN DELAYED, BI. OLUIE TEE ALSO REPLACED DURING DELAY.	BYBIEM EFFECT-OPERATION TOO LOW. AF MO. 5 AMD NO. 8 COMMUTATORS RUNNING AT SLOW SPREDS. VEHICLE EFFECT-COUNTDOWN DELAYED. START OF COUNTDOWN DELAYED TO REPLACE AF PACKAGES NO. 5 AMD NO. 8. LEARING FUEL V LUTE TEE ALSO REPLACED DURING DELAY.	TORE RUMNING AT BLOS D TO REPLACE RF PACI	4 875508.	A M 40.	-	EAKING FUEL 4	

10 JUN 1066

CHARAC DIRECTO	CONVAIR BIVIBION

	***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	FRUMENTATION SYSTEM'S	IRBORNE				
	AVATEM BUB-SVATEM	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF TI	SITE PRI TIME DIF OTH	PRI VENDOR NAME OTH VENDOR PART NO	. <u>\$</u>	
	CORRECTIVE ACTION-UNKNOWN.						*****	
	INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC	AGJER-GG17/F1-664-00-08 POMER SUPPLY, CIRCUIT BREAKER	COUNTDOMM	9F 11 620918 -1	11 YEB -	_		•
	FAILURE MODE-FAIL DURING	DURING OPERATION. CIRCUIT BREAKER IN TELEMETRY POWER BUPPLY NO.	EMETRY POMER BUPPLY	NO. & DROFFE	D OUT. CA	2 DROFFED OUT, CAUSE UNKNOWN.		
	SYSTEM EFFECT-OPERATION S	ERATION STOPS PREMATURELY, DROP OUT OF POWER SUPPLY NO. 2 CIRCUIT BREAKER RESULTED IN LOSS OF	KR BUPPLY NO. 8 CIRC	UIT BREAKER	REBULTED	IN LOSS OF PACKA	× ×	
	VEHICLE EFFECT-COUNTDOWN , MCASUREMENT HIADP FOUND KPIRED, RESOLUTION TIME OF	VEHICLE EFFECT-COUNTDOWN ABORTED AND RE-ECHEDULED. HOLD CALLED TO INVESTIGATE LOSS OF FILAMENT VOLTAGE, DURING HOLD , MEASUREMENT HADS FOUND TO BE INFERHITTENT AND THAT STAGING CAMERA BATIGRIES, S-HOUR STAND ACTIVATION LIMIT, HAD E XPIRED, RESOLUTION TIME OF THESE PROBLEMS MECESSITATED ABORT OF COUNTDOWN.	ALLED TO INVESTIGATE ING CAMERA BATHERIES. IT OF COUNTDOWN.	S-HOUR STAN	MENT VOLT D ACTIVAT	AGE, DURING H ION LINIT, HA	2 4	
	CORRECTIVE ACTION-UNKNOWN	4						
	IMSTRUMENTATION-A/B TELEWETRY SET AND TRANSDUC	A-A8-E4-3022F TAPE RECORDER/TTT	FAR	16E FA	FACTORY YES	• .	*******	
	FAILURE MODE-OUT OF TOLER	OF TOLERANCE, THE REPORTED DISCREPANCY WAS EXCESSIVE MOISE ON ALL CHAMMELS.	IS EXCESSIVE MOISE ON	ALL CHAMMEL	4			
	CORRECTIVE ACTION-FAILURE NOT ATION CONTROL DRAWING ET-D13E8	4-FAILURE NOT CONFIRMED. HOISE LEVEL MEASURED AT 37 MV. THE MAXIMUM ALLOMABLE PER THE GD/A SPECIFIC Jime 27-01326 was 22 mv.	MED AT 17 MV. THE MA	XINUM ALLOWA	BLE PER T	HE 60/A \$PECT	2	
	IMBTRUMENTATION-A/B TELEMETAY BET AND TRANBDUC ERB	A-88-E4-3010F TELEMETRY PACKAGE/WIRE	FAR 87-18578-889	107 72	FACTORY NO	X II ON II II		2
	FAILUME MODE-OUT OF TOLER NT OPEN WIRE WHICH MAB DUE	FAILURE MODE-OUT OF YOLERANCE. UNIT FAILED BY HAVING NO OUTPUT EXCEPT ON NI OPEN WIRE WHICH WAS DUE TO THE USE OF A FAULTY, UNAUTHORIZED, SHORTING		CHANNELS & AND 4. PLUS.	THIS WAS	4. THIS WAS CAUSED BY A	8 9 0 4	
1	CORPECTIVE ACTION-ALL UNA LUES.	I-ALL UMAUTHORIZED SHORTIMS PLUSS WERE REMOVED. PERSONNEL WEKE INSTRUCTED NOT TO USE UMAUTHORIZED	OVED. PERSONNEL MEGE	INSTRUCTED	10 US	E UMAUTHORIZE	•	
1	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	A-88-24-3060-F Power Supply	7.43 87-01878-8	620917	FACTORY VE	VED BENDIK NO		
	FAILURE MODE-OUT OF SPECSI	OF BFECIFICATION. THE PLATE MONITOR VOTAGE READ 1.303 VOLTS AT 100 DEGREES F WHEN IT ANOULD MAYE	E READ 1.305 VOLTS A	T ADD DEGREE	1 44gs	IT AMOULD HAY	<u>.</u>	

11 10H 1966

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'A	IRBORNE	
N 2 1 E N 8 1	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIP OTH VENDOR PART NO	2
EAD BETWEEN 1.116 AND 1.864 TOR DURING MAWFACTURE.	AND 1.884 VOLTS. THIS WAS DUE TO THE IMPROPER INSTALLATION OF A HIGH TEMPERATURE COEFFICIENT RESISTINE.	ER INSTALLATION OF	A MIGH TEMPERATURE COEFFICIENT RE	•
CORRECTIVE ACTION-THE VEND 8 OF THIS TYPE,	CORRECTIVE ACTION-THE VENDOR HAS REVISED THE STRIEM FOR RELEABING COMPONENTS TO THE ASSENSEY AREA TO PRECLUDE ERROR Of this TPPE,	ABING COMPONENTS T	O THE ASSEMBLY AREA TO PRECLUDE ER	io e
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC P ERB	8F-A8-24-3038-F Harngss	FAR 88-14806-801	116D FACTORY YES 6DC 6E0917 NO	****
FAILURE MODE-ELECTRICAL OF GRO PIN B. INE CONNECTION I PROFER BOLDERING TECHNIQUE.	FAILURE WODE-ELECTRICAL CPEH, WIRE TEGANZE WAS FOUND TO HAVE AH CPEM CIRCUIT BETHEEM COMMECTORS J 3185 FIN J AND P3 Deg fin b. The commection betheen fin J of commector J3185 and Wire Teganze was found to be faulty as a result of im Profer Boldering Technique, the poor soldering was performed when the cable was renorked because of a debish change.	AN CPEN CIRCUIT B D WIRE TBDANZE WAS WHEN THE CABLE MAS	ETHEEN CONNECTORS J 3185 PIN J AND FOUND TO BE FAULTY AS A RESULT OF REWORKED BECAUSE OF A DESIGN CHAN	n 2 ·
CORRECTIVE ALTION-RENORK (OF INDIVIDUAL WIRES IN POTTED PLUES IS PROHIBITED.	IS PROHIBITED.		
INSTRUMENTATION-A/B TELEWEIRY BET AND TRANSDUC 1	Ps-eco-02-04 TLM CAMISTER	COMPOSITE-B FACT	8F E78-11 VES 6E0910 NO	***************************************
FAILURE MODE-FAIL DURING C	FAILURE MODE-FAIL DURING OPERATIOM, NEGATIVE GATE LEVEL ON AFS CHANNEL 11 WAS LOST. COMMUTATOR AND POMER SUPPLY FOR This data was located in RF 1 package and pailure was in this package.	F3 CHANNEL 11 WAS B PACKAGE.	LOST. COMMUTATOR AND POWER SUFFLY	5
SYSTEM EFFECT-INFROFER AND	STSTEM EFFECT-INFROPER ANALOG SIGNALS, RECEIVED IMPROPER DATA SIGNALS DUE TO LOSS OF RF 3 CHAMMEL 11 MEGATIVE GATE.	A BIGNALS DUK TO L	DAS OF RF 3 CHANNEL 11 MEGATIVE 64	į
VEHICLE EFFECT-MONE.				•
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC P	TRANSOUC PRESSURE TRANSOUCER	YAR Y-01780-9	413D AMR VES SERVOUICS 620910 NO H-75	
FAILURE MODE-CONTAMINATION, PRES IMATION DUE TO RUSTIME OR CORROSI STABILIZED STAINLESS STEEL AIDED STEEL AND THE POSSIBLE PRESENCE	FAILURE MODE-CONTAMINATION. PRESSURE PORT OBSERVED TO HAVE A RUST COLORED CONTAMINATION COATING ON 1TS BORE. IMATION DUE TO RUSTIMG OR CORROSION OF STAINLESS STEEL PRESSURE PASSAGES. CORROSION DUE TO MOISTURE ATTACK ON STABILIZED STAINLESS STEEL AIDED SY MEAKENING OF CORROSION RESISTIVITY. THIS WAS DUE TO CARSIDE PRECIPITATION STEEL AND THE POSSIBLE PRESENCE OF SRAZING FLUX.	RUST COLORED CONT ME PASSAGES, CORRO SISTIVITY, THIS WA	AMINATION COATING ON 1TS BORE, CONTAM SEON DUE TO MOISTURE ATTACK ON THE UN S DUE TO CARSIDE PRECIPITATION IN THE	4 2 H
CORRECTIVE ACTION-17 MAS S	CORRECTIVE ACTION-IT WAS SUSSESTED THE VENDOR USE A STABILIZED TYPE 381 OR 347 STAIMLESS STEEL AND ALSO TO CHECK BR	ED TYPE 381 OR 347	STAIMLESS STEEL AND ALSO TO CHECK	
			9040 39V4	•0

GENERAL DYNAMICS CONVAIR DIVISION

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UNENTATION SYSTEM'S	IRBORNE		ł		r
#7#16# #U\$-#4#EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817C TIME DIF	7 0 0 H	PRI YENDOR NAME OTH YENDOR PART NO	
ATING PROCEDURE TO INBURE RFORMED.	INSURE PLUX IS CLEANED FROM UNIT AFTER BRAZING AND THAT NO OTHER CORROSION PROMOTING STEPS ARE	AZING AND THAT NO O	THER CORRO	SION PROM	011146	BTEPB ARE PE	:
INSTRUMENTATION-A/8 TELEMETRY SET AND TRANSOUCERS	CT-A9-84-048-C COMMUTATOS	FAR 87-03167-8	1260	FACTORY	22	FIFTH DIMENSIO	•
FAILURE MODE-OUT OF TOLER	OF TOLERANCE, REPORTED LOSS OF STNCHROHIZATION.	T 8 OM .					
CORRECTIVE ACTION-NOME. FAIL SINTERPRETING TEST PROCEDURE.	-NOME. PAILUME ANALYSIS CANCELED SINCE TELEMETRY EMGINEERS POUND THE REPORTED FAILUME CAUSED SY PROCEDURE.	EMETRY EMGINEERS FO	UND THE RE	PORTED FA	34772	CAUSED BY MI	
INSTRUMENTATION-A/B A-98-24-303- TELENETRY SET AND TRAMSDUC TRAMSMITTER ERS	A-98-24-3034-F Transmitter	78.0 84-016861-78	620808	E T B	4 C F	611F1LLAN 100001-2-5	993703
FAILURE MODE-OUT OF TOLER RC. THE FAILURE MAS CONTIR	OF TOLERANCE, UNIT FAILED WHEN THE PREGUENCY WAS FOUND TO BE BELOW THE ALLOWARLE LOWER LIMIT BY A CONTINNED. THE UNSTABLE COUTPUT PREGUENCY WAS AFFECTED BY TEMPERATURE.	CY WAS FOUND TO BE WAS AFFECTED BY TE	BELOW THE HTERATURE.	ALLOWABLE	90	FLIMIT BY 6	
CORRECTIVE ACTION-MONE, T	THE ANALYSIS WAS CANCELLED SECAUSE OF LACK OF		AUTHORIZED FUNDING.				
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUCERS	MZ-50-24-3026F Transmittr-amplifier	FAR R7-01337	1590	FACTORY	YES BENDIX NO	KH01X	**
FAILURE MODE-ERRATIC OFER.	FAILURE MODE-ERRATIC OPERATION, FAILURE MAS HARKED BY INTERHITTEMT LOW OUTPUT, THIS WAS DUE TO IMPROPER TUNING OF E DRIVER AMPLIFIER OUTPUT CIRCUIT.	MITTENT LOW OUTPUT.	THIS WAS	70 TW	3	TUMBLE OF T	
CONDECTIVE ACTION-AS NO E.	EVLDENCE WAS COTAINABLE AS TO WHEN AND WHERE THE TRANSMITTER AMPLIFIER CIRCUIT BECAME DETUN COULD BE RECOMMENDED.	AND WHERE THE TRANS	HITTER AMP	LIFIER CE	ACUIT	BECAME DETUN	
INSTRUMENTATION-A/B FELENETRY SET AND TRANSCUC ERS	A-98-24-30727 Transmitter	7.A.R R7-G1888-1	****	ETR .	40 M	YES CILFILLAN No 150861-2-1	
FAILURE MODE-FAIL TO OPER. T RESPOND TO A MODULATED BE	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, THE TELEHETRY TRANSMITTER FAILED WHEN THE CARRIER FREGUENCY DIO NO T bespond to a modulated biomal, the transmitter operated battspractorily during failure analysis.	TRY TRANSMITTER FAI TISFACTORILY DURING	LED WHEN T	ME CARRIE Malybib.	Ž.	BUCHCY DID NO	
	·					PAGE 0400	

GENERAL DYNAMICS CONVAIR DIVISION

18 10M 1868

STEM ALRBORNE	UNCE VEHICLE SITE PRI VENDOR NAME EN DATE DIF TIME DIF OTH VENDOR PART NO		SECONS FACTORY VES GENERAL DEVICE SOURCE NO. 5	GATE SEGNENTS OF THE COMBUTATOR TO BE SHORTED TO THE SIGNAL S THE CHANNEL SEGNENTS AND RIDING SETWEEN TWO CHANNELS. THE BRU END PLAY IN THE MOTOR ALLOWED THE SRUSHES TO SLIDE OFF THE SE RING ON THE GEAR TRAIN SHAFT.	TOR SMAPT PLAY AND RETAINING RING BY THE VE	FACT OF TRANSPORT NO NO	ING TEST.	DEVIATION AND MODULATION MAS LOST ON RF 4	ANOTHER CAMINTER.	1160 FACTORY YES BENDIN FACIFIC SOLES. ARDROT NO	PERCENT, THIS PRESURENCY SHIFT WAS DUE TO TH	UCB.	1610 FACTORY YES SERVOHICS SEDENCE
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	TEST/REPORT NUMBER DIF DATA SOURCE FAILED COMPONENT NAME PART NUMBER	SINCE THE FAILURE COULD NOT BE VERIFIED.	H6-98-E4-3048-F COMMUTATOR MOTOR BE-01185-9	F FELECT). TESTS SHOWED THE NEGATIVE GATE SEGMENTS OF THE COMBUTATION TO THE ROTOR BRUSHES SLIDING OFF THE CHANNEL SEGMENTS AND RIDS. MADE CONTACT MITH TWO SEGMENTS. THE END PLAY IN THE MOTOR ALLOWED. AT MAS DUE TO THE ASSENCE OF A LOCK RIMS ON THE SEAR TRAIN SHAFT.	CORRECTIVE ACTION-INCREADED INSPECTION AND MANUFACTURING ATTENTION TO ROTON SMAFT PLAY AND RETAINING RING BY THE DOR.	P1-6CO-01-08 TRANSMITTER-RF 4 TLM PACKAGE	DURING OPERATION. MODULATOR IN RF 4 PACKAGE FAILED DURING TEST.	STOPS PREMATURELY. DATA TRANSMISSION CEASED WIEM DEVIATION AND MODULATION MAS LOST ON RF	aburted and rescheduled. Rf 4 packase and behd to Lab for tebts. Inbtall another camibter.	A-99-24-1016 OGCILLATOR/WIRING 87-01458-1448	TURAL. THE OBCILLATOR REPORTEDLY SHIFTED FREGUENCY AS PERCENT. THIS FREGUENCY SHIFT WAS DUE TO TH Thim the obcillator.	THE VENDOR IMPROVED HORKMANSHIP AND INSPECTION TECHNIBUES.	INSTRUMENTATION-A/B FELEMETRY SET AND TRANSOUC PRESSURE TRANSOUCER/O TO SBOD PSIA ST-01388-38
****	E PETET BOOK	CORRECTIVE ACTION-WONE, BE	INSTRUMENTATION-A/B H TELENETAT BET AND TRANSDUC C ERB	FALLURE MODE-BHORT (ELECT) EGMENTS, THIS WAS DUE TO THI SHES MERE BENT AND MADE CON GNENTS, THIS END PLAY WAS D	CORRECTIVE ACTION-INCREABER	IMSTRUMENTATION-A/B TELEMETAT BET AND TRANBOUC TI ERB	FAILURE MOG-FAIL DURING OF	SYSTEM EFFECT-OPERATION STO DUE TO FAILED MODULATOR.	VERICLE EFFECT-COUNTDOMN ABORTED AND RESCHEDULED. COFRECTIVE ACTION-REMOVE RF 4 PACKASE AND SEND TO	INSTRUMENTATION-A/B A- TELEMETRY BET AND TRANSCUC OF ERB	FAILURE MODE-STRUCTURAL, TH REE BROKEN MIRES MITHIN THE	CORRECTIVE ACTION-THE VENDO	INSTRUMENTATION-A/B TELENETRY SET AND TRANSDUC PA

PAGE DA10

85.01 HOT 91

### ### ###	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBOANE	UMENTATION SYSTEM"AL	RBORNE			
87875.E 808-8787EE	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	# 0 # 2	VENDOR HAME VENDOR PART NO	٩
CORRECTIVE ACTION-THE FAI	COMBECTIVE ACTION-THE PAILURE WAS NOT COMPIRMED. NO CORRECTIVE ACTION TAKEN.	IVE ACTION TAKEN.				***************************************
 INSTRUCENTATION-A/B VELEMEIRY SET AND TRANSDUC ERS	B SP-AS-24-593F TRANSDUC HARNEGS ASSEMBLY/RESISTOR	FAR 87-11408-819	SEUSUS FACTORY	# Q		•
FAILURE MODE-STRUCTURAL, PIN 8 OF 4PT AND PIN LOMER STATION SSI GUAD 4.	UCTURAL, OPEN CIRCUITS MERE FOUND BETWEEN PIN N OF 4P7 AND PIN LOWER CASE R OF SOSUSP4 AND BETWEEN PIN LOWER CASE P OF SOSUSP1. THESE WERE DUE TO BROKEN RESISTERS IN TWO PERMANENT SPLICES LOCATED AT 1.4.	IN M OF 4FT AND FIN TO BROKEN RESISTERS	LOMER CASE R OF IN TWO PERHAM	SAT BPLE	4 AND BETWEEL	
CORRECTIVE ACTION-MANUFACTURING BPECIFICATED TO MECHANICAL STRAIN WHEN INSTALLED. A SERMENSES ARE SUBJECTED TO MECHANICAL STRAIN.	CORRECTIVE ACTION-MANUFACTURING BPECIFICATION (MB) 25.43A WAS CHANGED TO PROHIBIT BPLICES IN AREAS THAT ARE SUBJECT D to mechanical straim when installed, a survet was combucted to inspect bly missiles for splices in areas where ha Messes are subjected to mechanical straim.	AS CHANGED TO PROHII ED TO INSPECT SLV MI	IIT SPLICES IN / SSILES FOR SPLI		AT ARE BUBJE Areas where I	<u>+ 4</u>
INDIRLAENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	SP-89-24-4012F BUSCARRIER OSCILLATOR MODULATOR TU 7-01488-861 SE	FAR 7-01488-861	sznyns factoky		VES BENDIX PACIFIC NO 1041662-4-2	0.01073
 FAILURE MODE-DRIFT, OSCIL MG. FAILURE MAB CAUSED BY	FAILUME WOOF-DRIFT. OSCILLATOR FAILED IN THE FACTORY WHEN THE FREQUENCY OF THE OPCILLATOR WAR REPORTED TO SE DRIFTI MG. FAILURE MAS CAUSED BY AN UNSTABLE WODULATOR TUBE, TYPE 6111.	HE FREBUENCY OF THE	OCCILLATOR WAR	REPORTE	D TO BE DRIFT	<u></u>
CORRECTIVE ACTION-CONVAIR BENDIK TELEMETRY PACKASE.	INITIATED CHAMEE WEW PACKAGE WILL	TO REPLACE THE HOUND BENDIX TELEMETRY CANNI UBE A NORE RELIABLE BOLID BTATE OSCILLATOR.	Y CANNISTER WIT LLATOR.	74 THE #	EN LIGHTWEIGH	<u>p.</u>
 IMBTRUMENTATION-A/B TELEMETAT BET AND TRAMBOUC ERA	BF-88-24-319GF ACCELEROMÉTER	FAR 87-01837-1	SECOCO. ETR	* Q	VES STATHAN MO ALASA-3-350	***
FAILURE MODE-OPEM (ELECT) . UMIT MAD BEEN BGRAPED BY	PAILURE MODE-COPEM (ELECT). THE FAILURE WAS CAUSED BY BREAKAGE OF THE BTRAIN-GAGE FILAMENT WIRE BETWEEN PINS 3 AMD . Umit had beem scraped by a sharp object during namufacture.	GE OF THE BIRAIN-GAG	E FILAMENT WIRE	. BETWEE	CHA & CAIP	-
 CORRECTIVE ACTION-VENDOR V ACCEPTANCE INSPECTION.	CORRECTIVE ACTION-VENDOR REBUESTED TO IMPROVE BUALITY CONTROL ON THIS ITEM AND BO/C INSPECTION REBUIRED TO INTERBIF ACCEPTANCE INSPECTION.	OL ON THIS ITEM AND	40/C INSPECTION	NEOU I	ED TO INTENS	•
					,	
 единий подале диналегия по постоя по переда на фанциали постановательного в поделе					FA6E 0411	

**** NOT #1

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRBORNE

ANTERA BUS	TEST/ACPORT NUMBER FAILED COMPONENT NAME	DLF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME DIF	# 0 # T	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B H6-0B-24-3018F TELEMETRY BET AND TRAMSDUC SUBCARRIER OSCILLATOR-WIRE ERS	H6-88-E4-301SF SUSCARRIER OSCILLATOR-WIRE	***	*****	ETR	1 2	YES BENDIK NO	00200
FAILURE MODE-LRRATIC OFFI 6 COMPOUND, THIR FAILURE C	FAILURE WODE-IRRATIC OPERATION. THE INTERHITTENT OUTPUT MAS DUE TO A LOOSE WIRE WHICH WAS HELD IN PLACE WITH POTTIN 8 COMPOUND, THIS FAILURE COULD ALSO HAVE BEEN CONTRIBUTED TO ST A FILM COATING ON THE CO-HECTOR FINS.	DUE TO A LOOSE WING	# WHICH W	HECTOR P	Ş.	CE MITH POTTEN	
CORRECTIVE ACTION-THE VEN	CORRECTIVE ACTION-THE YENDOR SET UP A SEPARATE AREA FOR POTTING AND REWORK OPERATIONS. NO CORRECTIVE ACTION FOR CON	TING AND REWORK OPEI	TATIONS. P	O CORREC	13 VE	ACTION FOR CON	
INSTRUMENTATION-A/D A-99-E TELEMETRY SET AND TRANSOUC WIRING ERS	A-00-24-30187 MIRING	FAR 87-15758-3	1470	FACTORY	4 C 8	YES CDA/BENDIX NO FTIH-8-4 P1/10 11	***
FAILURE WOOE-OFEN (ELECT! OT MECESSART AS BREAK WAS	FAILURE WODE-OPEN (ELECTRICAL) A BREAK WAS DISCOVERED BETWEEN JACK EJE AND JUNCTION BHELL. FUNCTIONAL TESTING MAS N Ot mecessary as break was visible and due to poor installation or careless nandling.	EM JACK EJE AND JUMO Om or careless mandi	TION MEES	L. FUNCT	IOHAL	TESTING MAS R	······································
CORRECTIVE ACTION-UNIT MA	CORRECTIVE ACTION-UNIT WAS PLACED ON THE REPETITIVE DISCREPANCY LIST LOG 2321 AREA A STATION 11. THIS BRINGS PROGLE H to the attention of we'r personnel alerting for proper handling and installation of assembly.	ANCY LIST LOG 2321 / LING AND THSTALLATIO	AREA A STA	TION 11.	1 H 1 B	BRINGS PROGLE	
INSTRUMENTATION-A/B HG-88-24-3915F TELEMETRY &ET AND TRANSDUC SUBCARRIER OSCILLATOR ERG	HG-88-24-3915F SUBCARRIER OSCILLATOR	FAR R7-01452-925	620430	ETR	45. 80.	YES BENDIK NO 1089048-13AA	% 6 4 2 4
FAILURE MODE-CONTAMINATIC IRMED DURING VIBRATION, FL	FAILURE MODE-COMTAMINATION. DURING TESTS IN TLM LAS AT EITE, UNIT PRODUCED AN INTEAMITTENT OUTPUT. FAILURE MAS CONF IRNED DURING VIBRATION. FINDING MAS COMFRISCIED DURING FREGUENCY ADJUSTMENT POTENTIONETER TO THE TERMINAL BJARD, ALSO FILM COATING ON COMMECTING PINS MAY HAVE COMTRISCIED TO THE FAILURE.	. UNIT PRODUCED AN EXTENT POTENT PATENT PATE	INTERMITTE	INT OUTPU	2 <u>3</u>	ILUKE MAS CONF L BJARD: ALSO	
CORRECTIVE ACTION-PER VEN	CORRECTIVE ACTIOM-PER VENDORS LETTER FEB. 8: 1983. A SEPARATE AREA WAS BET UP FOR POTTING AND REMORK OPERATIONS AND Inspection and pactory personnel were cautioned of Workhanship.	IE AREA WAS BET UP !	OR POTTER	ME KND RE	4OPK	OPERATIONS AND	
IMPTRUMENTATION-A/B SP-98-24-3080F TELEMETRY SET AND TRAMSOUC COMMUTATOR-MOTOR	SF-88-34-3080F Commutator-motor	FAR	*******	ETR-NS	4 0 M	YES BENDIX NO 1096465-38	

FAILURE MODE-FAIL DURING OPERATION, THE B.S RPS MOTOR FAILED DURING A SYSTEM TEST. IT FAILED STCAUSE OF A COLD-SOLD En joint at the junction of the brush and the input power Lead, the primary gause of Failure is due to poor manufact DRIMG TECHNISUES AND OPERATING PROCEDURES.

CRA

PACE 0412

1301 HAT 11

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRDORNE	UMENTATION BYSTEN'S	RECORME			
8797CA 808-8787EA	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	AITE TINE DIF	PRI VENDOR NAME OTH VENDOR PART NO	
CORRECTIVE ACTION-THE VEI	"THE VENDOR STATES THAT EMPHASIS HAS SEEN PLACED ON THEIR PRE-SEAL INSPECTION OF THE UNIT, AND THA	PLACED ON THEIR PRE	-8EAL 1N8P	ECTION OF	THE UNIT, AND TH	***************************************
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	A-AB-E4-EBAF COMMUTATOR-MIRING	FAR 87-18871-808	14F 423626	FACTORY	72.8 BENDIK MO	***************************************
FAILURE MODE-SMORT ELECT.	FAILURE MODE-SMORT ELECT. CAUSED BY WIRE SHIELD TOUCHING TERMINAL 5-16 OM 5 RFS COMMUTATOR CAUSING SHORT CIRCUIT.	RHINAL B-16 ON 5 RP	& COMMUTATO	OR CAUSIN	PHORT CIRCUIT.	
CORRECTIVE ACTION-EFFECTION DA BROOMSTITCH TIE APPLII	-EFFECTIVE WITH 3/M 145, VENDOR P/M 1050292 3 RPS COMMUTATOR, DENDIX-PACIFIC CORPORATION, INITIATE E applied to keep wire bundles plat to eliminate possiblity (# Pinching them when assembly is clos	E S RPS COMUTATOR.	SENDIX-FA	CIFIC COR THEM WHE	PORATION, INITIATE A ABBEMBLY IS CLOI	
INSTRUMENTATION-A/B TELENETRY BET AND TRANSDUC ERB	AASE-0081/PE-402-00-178 COMMUTATOR	COUNTDOMN 87-11841-879	1790 620986	12 -6760	YES BENDIK NO	424374
FAILUNE MODE-FAILED TO ON M.	ED TO OPERATE AT PRESCRIBED TIME. CHAMMEL 11 COMMUTATION DID NOT OCCUR MIEM TELEMETRY MAS TURRED O	11 COMMUTATION DID	NOT OCCUR	AIEN TELE	CTRY MAS TURKED (
BYSTEM EFFECT-OFERATION C	SYSTEM EFFECT-OPERATION DOES NOT START. CHAMMEL 31 COMMUTATED SIGNAL WAS NOT OBTAINED.	ED BIGNAL WAB MOT O	STAINED.			
CORRECTIVE ACTION-TELEMET	CORRECTIVE ACTION-TELEMETRY CATISTER WAS REPLACED.					1
SMATRUMENTATION-A/B TELEMETRY ACT AND TRANSDUC ERB	A-08-24-3097F Amplifica	FAR 27-1270K-1	4 X 0 0 X 4	=	YES CULTON NO KA-1006F	
FAILURE MODE-ERRATIC OFERATION, THE TRANSDUCER T-BRIC WHEN A 40-CYCLE OBCILLATION WAS DETECTED OF AN OVERVOLTAGE, THE AMPLIFIEN BUSTAINED DAMA	FAILURE WOE-ERRATIC CPERATION, THE TRANSDUCER AND AUFLIFIER MATCHED BET FAILED DURING KTUNING OF PROCEDURE 27-8356 Baic Wen a 40-cycle obcillation was detected in the Bet. Due to an error in testing, resulting in the application Of an overvoltage, the amplifier Bustained Danage and Could not be repaired to function properly	AND ANFLIFIER MATCHED BET FALLED DURING. IN THE BET. DUE TO AN ERROR IN TESTING. SE AND COULD NOT BE REFAIRED TO FUNCTION	D BURING RETENTING. RE	THUING OF TRULTING ROPERLY	STINING OF PROCEDURE 27-9356 REBULTING IN THE APPLICATION I PROFERLY	
CORRECTIVE ACTION-WOME, I	THE COMPONENT WAS DAMAGED DURING FAILURE ALTRIS.	ILURE 'ALTRIB.				
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSOUC ERB	A-AB-24-3030-F COMMUTATOR MOTOR	NA P	2150 520824	FACTORY	VES BEHOIX NO	
FALLURE MODE-BIRUCTURAL.	FAILURE MODE-BTRUCTURAL. THE SPEED OF THE COMMUTATOR WAS EXCEDSIVE. THE EXCESSIVE SPEED WAS DUE TO MELDED CENTRIFUS.	SESTING AND BEAUTIONS.	1VE 8PECD .	14 BUE T	MELDED CENTRIFUE	
!			-	and the same of th		7

18 JUN 1966

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

BIBIEM TESTAREORT NUMBER BUR-BIBIEM FAILED COMPONENT NAME	BIF DATA SOURCE	VEHICLE BITE	\$17E	PRI VENDOR NAME OTH VENDOR PART NO	
B IN THE MOTOR CAUSED BY EMBRITTLEMENT OF FROM THE MOTOR BRUSHEB. THE MOTOR BRUSH M	SP-LING MATERIAL A IAB EXCESSIVE.	ND CONTANI	HATION O	THE SPAINS MATERIAL AND CONTAMINATION OF CONTACT POINTS STAR WAS EXCESSIVE.	• • • • • • • • • • • • • • • • • • • •
CORRECTIVE ACTION-THE VENDOR CHANGED THE SPRING MATERIAL TO PREVENT EMBRITTLEMENT. THE EXCESSIVE BRUSH WEAR WAS DUE TO USE OF NON-CONFORMING BRUSH MATERIAL. THIS MATERIAL MAS REMOYED FROM STOCK AND CORRECTIVE ACTION TAKEN TO PREVEN T RECURRENCE.	EVENT EMBRITTLEME NOVED FROM STOCK A	NT. THE EN	CESSIVE IIVE ACTI	BRUSH WEAR WAS DUE ON TAKEN TO PREVEN	
INSTRUMENTATION-A/B SP-98-24-291F TELEMETRY SET AND TRANSCUC HARMESS ERS	7AR 87-11408-618	1480 620824	FACTORY	76.8 MO	***************************************
FAILURE WOOE-STRUCTURAL. MO CONTINUITY BETWEEN PIN P OF PLUG APT AND WIRE TAIGTARE. THE WIRE HAD BEEN BROKEN IN TEN BIOM APPAREUTLY DUE TO PLEXIMG.	PP AND WIRE TA167	ARR. THE .	13 ME HAD	BEEN BROKEN IN TEN	
CORRECTIVE ACTION-SHOP PERSONNEL MERE REINSTRUCTED TO COMPLY WITH MANUFACTURING PROCESS SPECIFICATION (MPS) 21.15	IITH MANUFACTURING	PROCESS	PECIFICA	TION (MP8) #1.58 A	
INSTRUMENTATION-A/S ETR PR-4CO-0 TELEMETRY SET AND TRANSDUC TLM CANISTER ERS	COMPOSITE-B PACT	1730 62086	# - # - # - # - # - # - # - # - # - # -	YES SCHOLK	*****
FAILURE MODE-ERRATIC OPERATICM. DURING THE TEST A VARYING TELEMETRY SIGNAL STRENGTH MAS OBSERVED FOR NEI. SYSTEM EFFECT-ERRATIC OPERATION, RFS MAD A VARYING SIGNAL STRENGTH.	CMETRY SIGNAL STRE CNGTH.	PSETE MAD	OB SERVED	FOR MFS.	
VEHICLE EFFECT-COMPOSITE P.Z-SCHEDULED. TEST HAS RE-RUN AS A RESULT OF THIS PROSLEM AND AM ELECTRICAL POWER PROSLEM.	LAULT OF THIS PROB	ILEH AHD A	I ELECTRI	CAL POWER PROBLEM.	
CORRECTIVE ACTION-THE TELEMETAY PACKAGE WAS REPLACED.				e de maio per de centra de la constante de la compansión de la color de la color de la color de la color de la	
INSTRUMENTATION-A/B ETR LOCAL REPORT/FE-4CO-04-179 CC TELEMETRY SET AND TRANSDUC OSCILLATOR ERS	COMPOSITE-N FACT 87-11541-661	1 7 0 0 0 2 0 0 0 0 0	3	4g8 40/C	* * * * * * * * * * * * * * * * * * *
FAILURE WOOE-DRIFT RF1 CHANNEL 13 SHIFTED OUT OF BAND ON THE LOW FREGUENCY SIDE.	ON PREBUENCY SIDE	.:			
SYSTEM EFFECT-IMPROPER ANALOG SIGNALS.					
VEHICLE EFFECT-MONE.					
CORRECTIVE ACTION-UNKWOUM.					
			٠	***************************************	

·	0		4 2 5			\$				RECOE 008044				8118
		8046-WARMER 94478	IF 18 1.12 VOLT	CCELEROMETER HI FLUX IN BOLDE. E BEFORE FINAL	YES REED AND RELES. WO 1096485-48	TELEPAK. FABL		ON CHARLES		YES BEED AND RE		k UMIT.		PAGE 0418
		FACTORY TES	REGUIRED OUTFULT OF CORROSI	TION OF THE A- LATION OF ACID IND STATIC WIRE	#ACTORY YES	ING FAILURE OF	1	FACTURY	ME OF TELEPAK	- 1	200	URE OF TELEPA		
TEN'AIRBORNE	RCE VEHICLE R DATE DIF	1400 6206 81	I. S VOLT. THE IE WAS THE RESIDENTO AS	VENT CONTANTHA ING. 2. ELIMIN ME STRINGING A	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	LITERILY CAUR		02 2 2 2 3 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	CAUSING FAILL		04 14 14 10 10 10 10 10 10 10 10 10 10 10 10 10	F CAUSING FAIL		
RUMENTATION 878	DIF DATA BOURCE PART NUMBER	FAR 7-01413-9	C OF LESS THAN C OPEN STATIC WIS IMPROPER CLEANI	E ACTION TO PRE LDINS: AND BEAL AMINATION OF MI	TAR	UNIT RAN INTERI		44.	. INTERMITTENTLY		8 V	NATIONAL PROPERTY.		
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBOANS	TEST/REPORT NUMBER FAILED COMPONENT NAME	#F-A9-24-3058-F ACCELEROMETER	FAILURE WODE-CONTABINATION. THE UNIT HAD AN OUTPUT VOLTAGE OF LESS THAN D.5 VOLT. THE REBUIRED OUTPUT IS 1.52 VOLTS. THE OPEN STATIC MISE WAS THE RESULT OF CORROSIVE ACTION. SINC E NO LEARS WERE DETECTED. THE CORROSION WAS DUE TO EITHER IMPROPER CLEANING PRIOR TO ASSEMBLY OR TO A LEAK AFTER ASSEMBLY THAT CORRODED SHUT.	CORRECTIVE ACTION-THE VENDOR TOOK THE FOLLOWING CORRECTIVE ACTION TO PREVENT CONTAMINATION OF THE ACCELERONETER HEADS. 4. STRECTER CONTROL OF ALL PHASES OF SOLDERING: SPOT WELDING: AND SEALING. 2. ELIMINATION OF ALL PHASES OF SOLDERING: SPOT WELDING: AND SEALING. 2. ELIMINATION OF AIR SEFORE FINAL A COPRATIONS. 5. 150 PERCENT LEAK TEST. 4. MICROSCOPIC EXAMINATION OF MIRE STRINGING AND STATIC MIRE SEFORE FINAL A COPRATIONS.	6P-99-84-3014F C COMMUTATOR	FAILURE MOJE-ERRATIC GFERATION, FACTORY TERTING REPORTED UNIT RAN INTERHITTENTLY CAURING FAILURE OF TELEPAK, FAILURE E could mot be compered during a hours of continous testing.	FAILURE NOT CONFIRMED.	Se-so-st-3014F UC SRPS COMMUTATOR DC MOTOR	FAILURE MODE-ERRATIC OPERATION, THE MOTOR REPORTEDLY RAM INTERMITTENTLY CAUSING FAILURE OF TELEPAR UNIT.	CORPECTIVE ACTION-MOME, FAILURE HOT CONFIRMED.	HA-SB-E4-EGISF UC EGRES COMMITATOR DC MOTOR	FAILURE MODE-ERRATIC OFERATION. THE MOTOR REFORTEDLY RAM INTERMITTENTLY CAUSING FAILURE OF TELEFAR UNIT.	CORRECTIVE ACTION-WOME. FAILURE MOT COMFIRMED.	
9281 WAT 41	STOTE STATES	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUCERS	FAILURE MODE-CONTABINATI: , THE OPEN STATIC WIRE CA E NO LEARS WERE DETECTED: ENGLY THAT CORRODED SHUT:	CORRECTIVE ACTION-THE VENDOR D, 4. STRICTER CONTROL OF ALL NG DEFERTIONS, 5. 100 PERCENT ACTION V.	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUCERS	FAILURE MOJE-ERRATIC OF	CORRECTIVE ACTION-MOME.	IMPIRUMENTATION-A/B TELEMETRY BET /NO TRANSOUC ERB	FAILURE MODE-ERRATIC OF	CORRECTIVE ACTION-HOME	INSTRUCEUTATION-A/B TELEMETAY SET AND TRANSDUC ERS	FAILURE WOOK-ERRATIC O	COMMECTIVE ACTION-NOME	A THE PROPERTY OF THE PROPERTY

18 JUN 1986

	***************************************	DIFFICULTIES REVIEW-INSTRUMENTATION	UMENTATION SYSTEM" AIRBORNE	REORINE	*			1	
	STATEM SUB-STEIN	TEBT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART MUMBER	VEHICLE DATE DIF	BITE F	PRIOTH	PRI VENDOR NAME OTH VENDOR PART NO		
	INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC ERB	S FAR-A-SH-KA-3915 TRANSDUC PRESSURE TRANSDUCER	FAR 87-01848-7	467	SCHILLIM YES BOURNS G NO 42611-	7ES BO	BOURNS 42011-0-100-75 8	*****	
	FAILURE WOEL-ERRATIC OPE ED BY THE DRIVELIME BALL	FAILURE WOCE-ERRATIC CPERATION, THE TRANSDUCER FAILED WHEN IT GAVE VARYING READINGS. THE VARYING READINGS WERE CAUS Ed by the drivelime ball bliffing out of the socret and being held in the wrong position by the clamp.	IT GAVE VARYING READ B HELD IM FME WRONG	POBITION	VARTING I	16 AD 1 W	68 WERE CAUS		
	CORRECTIVE ACTION-THE VEN	ON-THE VEHOOR INSTITUTED CHANGES IN DESIGN AND INCORPORATED CHANGES ON ALL BALL-AND SOCKET TYPE TRAN	HD INCORFORATED CHAN	ICES ON ALI	BALL-AM	80CK	ET TVPE TRAM		
	INSTRUCENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	MI-A9-24-3043-F PRESSURE TAANSOUCER	FAR 27-01300-30	1600	FACTORY	47.A	YES SERVONICS	**************************************	
	FAILURE MODE-OUT OF TOLES B MASS AT THE TIP CAUSED (FAILURE MODE-OUT OF TOLERANCE, BIX TRANSDUCERS FAILED BECAUSE OF EXCEBBIVE SFIKING. LOW MIPER ARM TENSIOM AND EXCES 1 mass at the tip caused rejonance at certain prequencies. This caused erratic and spurious output voltages.	BE OF EXCEBBIYE SFIN Hid caused erratic a	ING. LOW I	ILPER ARM	TEHS!	ON AND EXCES		
	CORRECTIVE ACTION-ENGINES	CORRECTIVE ACTION-ENCINEERING REGUESTED THE VENDOR TO REDESIGN THE TRANSDUCER. THE VENDOR COMPLETED DISIGN EVALUATE N and will submit a vendor change proposal for ensineering approval.	IGN THE TRAMBOUCER. Approval.	THE VENDOR	COMPLETE	820 GI	SEN EVALUATE		
	INSTRUMENTATION-A/B TELEMETHY BET AND TRANSOLIC EKS	8F-A3-E4-892F COMMUTATOR	FAR 27-12762-601	1600 820819		7.E.8 HO		:	
	FAILURE MODE-OUT OF TOLES	TOLERANCE. THE COMMUTATOR SPEEDS REPORTERLY EXCEEDED THE ACCEPTABLE TOLERANCES DURING SYSTEM TE	EDLY EXCEEDED THE AC	CEPTABLE	OLERANCES	2 200	26 8 4 8 4 E E E E E E E E E E E E E E E E		
	CORRECTIVE ACTION-WOME, 1	COMPECTIVE ACTIOM-HOME, THE COMMUTATOR SPEEDS WERE ALLOMABLE PER MENO 668 THE ACCEPTABLE COMMUTATOR SPEEDS FROM NOMINAL PLUS OR MINUS S PET	E PER HENO 948-8-6E- INUS S PET TO NOMINA	\$48-3-62-150 (DATED 15 AUGUST 1962) TO MOMINAL PLUS 5 PCT MINUS 10 PCT.	SE ALCUS	17 1961 10 PC	\$48-5-62-150 (DATED 15 AUGUST 1862) WHICH CHA To mominal plus 5 PCT minus 10 PCT.		
1	INSTRUMENTATION-A/B FELEMETAT BET AND TRAMBOUC ERB	67-30-24-5040-F Accelerometer	FAR 7-01413-5	1 612089	WIR-A1	78 837 150 877	TES BORG-WARNER NO STATE		
	FAILURE MODE-OUT OF FOLER E TO AGING AND BURN-IN.	FAILURE MOCC-OUT OF TOLERANCE. THE UNIT FAILED WHEN ITS OUTPUT VOLTAGE WAS TOO NISM, THE FAILURE WAS WOST LIKELY DU : To agime: And Burn-in.	FUT VOLTABE WAS TOO	HISH. THE	PAILURE 1	04 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			
	CORRECTIVE ACTION-EFFECTI	CORRECTIVE ACT?UM-EFFECTIVE SO NOVENGER 1882: ALL MEN ACCELEROMETERO FRODUCED BY BORG-WARNER WILL BE OFERATED A MIN	ROMETERS PRODUCED B	Y BORE-WAI	HER WILL	8	ERATED A HIN		

PA6E 0418

15 ton 1000

	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'A	RBORNE	ļ		
SYSTEM SASTEM	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF		PRI VENDOR NAME OTH VENDOR PART NO	
INUM OF FIFTEEN HOURS BEFORE CALIBRATION IN THE VENUORS PACTORY IN IM.	RATION IN THE VENUORS FACTO	MY IN ORDER TO MIN	ONDER TO MINIMIZE DRIFTING DUE TO AGING AND BURN-	10 A	SING AND BURN-	14004
INSTRUMENTATION-6/8 A-08-84-3064-F YELEMETRY SEY AND TRANSDUC COMMUTATOR-TRA	MSISTOR	74R 87-01367-8	620609	2 2	MO N	****
FAILURE WODE-FAIL DURING OPERATION. THE UNIT F THAT HAD AM OPEN BASE DUE TO OVERCURRENT. THE AMDS AMD SMALL GUANTITIES OF SOLDER HASIDE THE	DURING OPERATION. THE UNIT FAILED TO OPERATE DURING CHECKOUT. THE FAILURE WAS DUE TO A TRANSISTOR BASE DUE TO OVERCURRENT. THE CAUSE OF THE OVERCURRENT WAS NOT DETERMINED. THERE WERE ALSO WIRE STR NITIES OF SOLDER INSIDE THE UNIT IN THE AREA OF THE PINS.	ATE DURING CHECKOUT OVERCURRENT MAS NOT REA OF THE PING.	. THE FAILURE WAS DETERMINED. THERE	DUE TO	O A TRANSISTOR ALSO WIRE STR	
CORRECTIVE ACTION-FIFTH DINESION I	-FIFTH DINESION INFORMED GOC THAT THEIR BUALITY-CONTROL DEFT. IS NOW MORE FULLY DEVELOPED AND FORM	ALITY-CONTROL DEPT.	18 NOW MORE FULLY	DEVE	LOPED AND FORM	·
INSTRUMENTATION-A/B F1-6CO-03-07 TELCHETRY SET AND TRANSDUC SWITCH ERS	3-07	COMPOSITE-B FACT	7F ET8-51.	763		# P
FAILURE MODE-FAIL TO OFERATE AT PR FUNCTION PROPERLY.	TO OPERATE AT PRESCRIEED TIME. THE BRITCHIME UNIT FOR THE STAGIME STUDIES INSTRUMENTATION DID NOT	ING UNIT FOR THE BY	reine stidics insi	RUMEN	FATION DID NOT	
SYSTEM EFFECT-IMPROPER ANALOG RIGH PROFERLY. THEREFORE, THE INSTRUMENT	ROFER ANALCE BIGNALS, THE BUITCHING UNIT FOR THE STAGING STUDI IE, THE INSTRUMENTATION BYSTEM DID NOT PROVIDE THE PROFER DATA.	OR THE STACING STUDING THE	STUDIES INSTRUMENTATION DID NOT FUNCTION DATA.	a a: a ₹	MOT FUNCTION	
VEHICLE EFFECT-NOME. CORRECTIVE ACTION-CHANGED BUITCH BUT PRODLEM NOT CORRECTED. NO OTHER INFORMATION.	BUT PROBLEM NOT CORRECTED.	NO OTHER INFORMATS	•*•			
INSTRUMENTATION-A/S AASE-DCF4 TELEMETRY SET AND TRANSDUC TELEMETRY ERS	AASE-UCTA/F1-6CO-ON-OF TELEMETRY 841TCH UNIT RELAY	COMPOSITE-S FACT	450804	ž 2		9 4039
FAILLAE MODE-FAIL TO OPERATE AT PR	TO OPENATE AT PRESCRIBED TIME. TELEMETAY SMITCH UNIT FAILED TO OPERATE BECAUSE OF BURNED RELAY.	SMITCH UNIT FAILED	TO OPERATE BECAUSE	5	URMED RELAY.	
CYSTEM EFFECT-OFCRATION STOPS PREMATURELY. COMMUTATORS, WHICH MAD BEEK RUNNING ON EXTERNAL POWER, STOPPED.	MATURELY, CCMNUTATORS, WALC	CH MAD BEST RUMNING	ON EXTERNAL POWE	1. \$ T0	. 03.4	
VEHICLE EFFECT-COMPOSITE DELATED. CORRECTIVE ACTION-RF PACKAGE REMOV	MFOSIIE DELATED. I-RF PACKAGE DEMOVED AMD REFLACED. CORRECTIVE ACTION OM PACKAGE COMBIBTED OF REPLACING SMITCH UNIT.	VE ACTION ON PACKAS	E CONSISTED OF RE	LACIN	SWITCH UNIT.	

11 JUN 1966

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

£	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	3 š	b	G 10 8 8			200240	3	E Y	
OTH VENDOR PART HO	YES B.4. ELECTRONS HO CS	OF ELECTRICAL OU ER THE ACCELEROM	N A SOO PERCE!		WIRED.	HENENT AND W	BOURNS	EN RESIBTANCE	CECUIPMENT BY	SERVIONIC
TINE DIF	FACTORY YES	CAUBED LOSS CAUSED LOSS CAUSED	OEK AND B eea!	VE B	E HINIMUM REG	O EXPEDITE 24	FACTORY	RMITTENTLY OF	ED NOT TO USE	FACTORY
DATE DIF	131D 820750	HATIC WINE ALLCWED NOI	ID-CORE FOL	17 1600 620727	IRE BELOW TH	ACTIVITY T	113D 620727	: TO AN INTE	AE INSTRUCT	113D 620727
FART NUMBER	\$ 4.00 - Pr	OUTPUT. AN OPEN I POOR BOLDER BEAL	HED THE USE OF AC	COMPOSITE-FACTORY R7-12762-801	11.8 33, A.AND C WE	BY THE PROCURING	FAR 7-01731-8	PUTS, AND MAS DUE Ough the rebistan	HE FAILURE AND WE KNT CURRENT.	FAR 7-01780-2
FAILED COMPONENT MAKE	B SP-At-E4-1004-F Transou, Accelerometer Transoucer	FAILUME MODE-COMTANINATION. THE UNIT FAILED WHEN 17 MAD MO OUTPUT, AN OPEN STATIC WIRE CAUSED LOSS OF ELECTRICAL OU PUT. THE STATIC WIRE OPENED SECAUSE OF CORROSIVE ACTION, A POOR SOLDER SEAL ALLIMED MOISTURE TO ENTER THE ACCELEROM TER HEAD.	CORRECTIVE ACTION-EFFECTIVE OCTOBER 1982. THE VENDOR ABANDONED THE USE OF ACID-CORE SOLDER AND SEGAN A 100 PERCENT Elium lear check of the accelerometers.	AKER-DDSZ/FC-4CO-D1D-16D	OF TOLERANCE. COMMUTATOR BPEEDS FOR CHANNELS 13, A AND C MERE BELOW THE MINIMUM REGULAED.	VENICLE EFFECT-NOME, TELEMETRY AVSTEM IRREGULARITIES MAIVED BY THE PROCURIMG ACTIVITY TO EXPEDITE SHIPMENT AND WAS Obrected at the Laumch site. Cobrective action-Replaced Telepar.	(X-A9-24-3003-F PRESSURE TRANSDUCER	FAILURE MODE-OFEM (ELECT). THE FAILURE REPORTED ERRATIC OUTPUTS, AND MAS DUE TO AN INTERMITTENTLY OFEN RESISTANCE Moing, the opem appeared to be due to excessive current through the rebistance element.	CORRECTIVE ACTION-PERSONNEL HERE INFORMED OF THE CAUSE OF THE FAILURE AND WERE INSTRUCTED NOT TO USE EQUIPMENT SUCH AS SIMPSOM TYPE OWN METERE WHICH COULD CAUSE EXCESSIVE ELEMENT CURRENT.	HG-A9-24-261-F PRESSURE TRANSOUCER
8U8-818EM	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUL ERB	FAILURE MODE-COMTANIMATIC TPUT. THE STATIC MIRE OPEN ETER HEAD	CORRECTIVE ACTION-EFFECTI	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FAILURE MODE-OUT OF TOLER BYSTEM EFFECT-NOME.	VEHICLE EFFECT-NOME, TELEMETAT AVE: CORRECTED AT THE LAUNCH SITE, CORRECTIVE ACTION-REPLACED TELEVAK.	INSTRUMENTATION-A/B TEEMETRY SET AND TRANSOUCERS	FAILURE MODE-OFEN (ELECT). THE INDIMG, THE OFEN APPEARED TO BE	CORRECTIVE ACTION-PERSONNEL WERE AB SIMPSOM TYPE OHM METERE MAICH	INSTRUMENTATION-4/B TELEMETAT RET AND TRANSDUC ERS

**** NOT **

	DITTICULTIES REVIEW-INSTRUMENTATION STRICK-ALREGARM	UMENTATION SYSTEM'A	IRBORNE				
SYSTEN SUG-SYSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE Date Dif	817E TIME 01F	PRI	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-THE FAI	-THE FAILURE WAS NOT COMPIRMED. NO CORRECT	NO CORRECTIVE ACTION TAKEN.					*0476
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	АФБ-84-3001F Сомиштатов	FAR 27-12842-801	1240 620724	R T	3 3	UNITED ELECTRO DYNAMIC 14864-6	•
FAILURE MODE-FAIL DURING FAILURE MAB MOT CONFIRMED	DURING OFERATION, NO OUTPUT COULD BE OBTAINED FROM COMMUTATOR SEGMENT 4 ON SUBCARRIER CHANNEL 14. Offirmed by Failure amalysis Tests.	INED FROM COMMUTATO	A SECMENT	4 Of 8 UBC	ARE	ER CHAMMEL 14.	
CORRECTIVE ACTION-NOME, F	FAILURE HOT CONFIRMED.						
IMST:UMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	A-SD-R4-SDDIF BIGNAL CONVERTER	FAR 7-18848-801	124D 820724	# 5	. Q	YES UNITED ELECTRO NO DYNAMICE	***
FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE. REPED TO COMMUTATOR SEGMENT 4 OM SUBCARRIER CHANNEL 14.	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE, REPORTEDLY NO READING COULD BE ODTAINED FROM THE TEST POINT CONNECT D to commutator segment 4 om subcarrier channel 14.	NO READING COULD BE	ODTAINED	FROM THE	1681	POINT CONNECT	
CORRECTIVE ACTION-HOME, F	FAILURE WAS NOT CONFIRMED.						
INSTRUMENTATION-A/D TELEMETRY SET AND TRANSDUC ERS	A-99-24-3044-9 A-99-24-3044-9	FAR 86-73006-001	620723	FACTORY	7 Q	YES C.F.CLARE No seece	***************************************
FAILURE MODE-FAIL DURING THE FAILURES WERE CAUSED B	FAILURE MOE-FAIL DURING CMERATION, TWO RELAYS FAILED WHEN THE CONFACTS CLOBED INTERNALLY DURING A VIBRATION THE FAILURES WERE CAUSED BY EXCESSIVE CURRENT SOING THROUGH THE RELAY CONTACTS, THE REASON FOR APPLICATION OF IVE CURRENT MAS NOT FOUND.	THE COMFACTS CLOBED THE RELAT CONTACTS.	INTERNALLY DURING A VIBRATION THE REASON FOR APPLICATION OF	Y DURING	A 0 1 1	SEATION TEST. ILON OF EXCESS	
CORRECTIVE ACTION-WOME, &	SINCE THE CAUSE OF THE RELAY FAILURES WAS NOT FOUND.	ES WAS NOT FOUND.	re benjajaren germanan arabaj			amelikasyon episerilisya einemelikyye ajdarakingan	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	AK82-DOSD/FC-4CO-D8-115 TLM CANIBYER	COMPOSITE-FACTORY 87-18880-811	1150		÷ 2		
FAILURE MODE-ERRATIC OPERATION ORTION AND UNEXPECTED AMPLITUDE Y DANCE OF THE DEMODULATORS, COMMIT LL LIGHT WELGHT HERCURY TELEFARS.	FAILURE MODE-ERRATIC OPERATION - DISPLACEMENT 67RO MEABUREMENTS ON CHANNEL E SEGHENTS 53, 55 AND 37, INDICATED ORTION AND UNEXPECTED AMPLITUDE VARIATIONS DURING CONFORMS, THIS CONDITION IS CAUSED BY THE HIGH INPUT DANCE OF THE DEMODULATORS, CONNITATOR SHORTING TIMES AND THE MEGATIVE GATE ISOLATION RESISTANCE, THIS IS COMMON LL LIGHT WEIGHT HERCURY TELEFARS.	ENTS ON CHANNEL E S ESTING, THIS CONDI NEGATIVE GATE ISOL.	IGHENTS SETTON 18 CA	. 35 AND URED BY T STANCE. T		INDICATED DIST ISM INPUT INPE IS COMMON TO A	
STATEM EFFECT-ERRATIC OPEN	TIC OPERATION, OUTSUT MEABUREMENTS DISTORTED.	.01					

9961 MOF 91

DIFFICULTIES REVIEW-INSTRUMENTATION STSTEM AIRSORME

		**************************************	•	* • • • • • • • • • • • • • • • • • • •	
	•	1	1	•	
PRI VENDOR HAME OTH VENDOR PART NO		WO SENDIN-PACIFIC	THE UNIT MERE OVER E	BENDEN-PACIFIC 1050702-13K LURE MAS DUE TO	YES BENDIA-PACIFIC MO 1953E88-1 ANNELS DURING VIBR ED DOWN TO OVERCOM
# 5 6 5		1	8 9 E E E	S ON LEAST	NA N
11 NE 01F	1110K.	FACTORY ONFIRMED.	FACTORY H TESTING BUENCY DA	FACTORY SIDE, THE TORS.	FACTORY ON ALL C
VEHICLE DATE DIF	THIS COND	#20788 WAS MOT C	SECTED SECTED STATES THE TO	#EBUENCY	ezored REFORTED
DIF DATA SOURCE FART NUMBER	EN CHANGE TO REMEDY	FAR 87-01866-61 87-01866-61	FAR ET-DIESS-63 PERCENT MOISE DURING SE MAS MEASURED. HOM M MAS RESUIRED AS BO	FAR T-01488-8ET LINEAR ON THE HIGH F	FAR ET-DIE73-1 AILED WHEN MOISE MAS VELLOM INPUT WIRE N
TEST/REPORT NUMBER FALLED COMPONENT NAME	ME. 1-ECP PTPE INITIATED WHICH INCLUDES A DESIGN CHANGE TO REMEDY THIS CONDITION.	STRUMENTATION-A/B A-AB-E4-3408F FACTORY SATISTICATE AND TRANSDUC OSCILLATOR SATISTICATE HODE-ERRATIC OPERATION, THE OUTPUT BIGNAL BECAME ERRATIC, THE FAILURE WAS NOT CONFIRMED.	A-88-E4-3021F AANSDUC VOLTAGE CONTROL OSCILLATOR 27-01288-63 OF TOLEAANCE-UNIT REPORTEDLY HAD UP TO 7 PERCENT NOISE DURING VIBRATION TESTING. -FAILURE WAS NOT COMFIRMED IN THAT NO NOISE WAS MEASURED. HOMEVER, FREQUENCY DRIFT WAS EXCESSIVE D C. VI. (RAVTHEON 65221, NO CORRECTIVE ACTION WAS REQUIRED AS BOTH THE TUBE AND THE UNIT WERE OVER 2	A-AD-E4-3DE6F FAR 6EDTEO FACTORY VER BENDIX-PACIFIC DUC OSCILLATOR T-DIABS-RF FOR FRERUCKY SIDE, THE FAILURE MAS DUE TO COMPOHENTS USED, (TUBER AND RESISTORS). IE. THE AIR PORCE MILL NOT ALLOW ADDITIONAL OUTLAYS FOR NEW OSCILLATORS.	A-A9-24-3064F RAMBDUC BISHAL ANTLIFIER-COAK RT-D1873-1 BY-D1873-1 BY-D1873-1 DUEING OPERATION. THE SIGNAL ANPLIFIER FAILED UNEN MOISE MAS REPORTED ON ALL CHANNELS DURING VIER BIS SHOWED THAT THE COAKIAL CASLE AND THE YELLOW INPUT WIRE WERE NOT PROFERLY THE DOWN TO OVERCOM
8787EH 848-848TEH	VEHICLE EFFECT-MOME.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC O ERS FAILURE MODE-ERRATIC OPERA CORRECTIVE ACTION-MOME.	A TELEMETRY SET AND TRANSDUC VERS FAILURE MODE-OUT OF TOLERA CORRECTIVE ACTION-FAILURE UE TO DRIFT IN TUBE VS (RAY YEARS OLD.	INSTRUMENTATION-A/B A-A0-E4 TELENETRY SET AND TRANSOUC OSCILLA ERS FAILURE MODE-ERRATIC OPERATION, MORNAL ACEING OF THE CONFOMENTS CORRECTIVE ACTION-MOME, THE AIR	INSTRUMENTATION-A/8 A TELEMETRY SET AND TRANSDUC SERS ERS FAILURE MODE-FAIL DURING O ATION TESTS, ANALYSIS SHOWE

18 10H 1866

	**** ****	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION SYSTEM'AS	RBORNE				Γ	
<u></u>	STRIKE SUG-STRE	TEST/REPORT NUMBER FAILED COMPONENT MANG	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E TIME DIF	PRI V	VENDOR NAME	Q	
	CORECTIVE ACTION-THE VEW	VENDOR INDICATED THAT HE WOULD REMOVE THE PHYBICAL TIE BETWEEN THE TWO LEADS, AND PHYBICALLY A BLAID HENBER TO KEEP IT FROM YIBRATING.	THE PHYBICAL TIE BE	TWEEN THE	THO LEAD	, A	O PHYSICALLY		•
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSCUC ERS.	A-89-24-5088F OSCILLATOR	FAR 87-01266-13	£0.60 6207£0	FACTORY	45 t	BENDIX-PACIFIC 1050262-96A		
	FAILURE MODE-OUT OF TOLER ILES EDED: 187D AND 45F; M	T OF TOLERANCE. THREE OBCILLATORS FAILED DURING PRODUCTIOM TESTING OF THE TELEMETRY PACKAGES OF MISS AND 43F1 WHEN OUT-OF- TOLERANCE CONDITIONS WERE OBSERVED. THE REPORTED FAILURES WERE NOT CONFIRHED.	ING PRODUCTION TESTI ERE OBSERVED, THE RE	NG OF THE	TELEHETA ILURED ME	A PAC	KAGES OF MII IT CONFIRKED.	*	
	CORRECTIVE ACTION-MONE.								
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERB	A-99-24-3091F OSCILLATOR	7AR 8701868-81	2000 820720	FACTORY	VE.	VES BENDIX-PACIFIC MO 1050263-12-TA	0.000	9
	FAILURE MOGE-FAIL DURING N THE OUTPUT COULD NOT BE	DURING OPERATION, THE OBCILLATOR FAILED DURING NAMUFACTURING TESTING OF THE TELEMETRY FACKAGE WHE NOT BE ADJUSTED. THE REPORTED FAILURE WAS NOT CONFIRMED.	URING MANUFACTURING NOT CONFIRMED.	TEATING 0	7 TME TEL	E 18	IV FACKAGE W	ų	
	CORRECTIVE ACTION-WOME.			e de la companya de l					
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERE	A-99-24-3069F OBCILLATOR	FAR AT-Dires-3	620720	FACTORY	9	BENDIX-PACÍFIC 1030263-46A	200000000000000000000000000000000000000	*
	FAILURE MODE-OUT OF TOLER COMDITIONS WERE OBSERVED.	FAILURE MODE-OUT OF TOLERANCE, TWO OBCELLATORS FAILED DURING MANUFACTURING VIBRATION TESTING MAEN OUT-OF-TOLERANCE COMDITIONS WERE OBSERVED, THE REPORTED FAILURES WERE HOT CONFIRNED.	G MANUFACTURING VIBI	147104 161	1186 MAER	<u>8</u>	-of - toleranci	<u> </u>	
•	CORRECTIVE ACTION-HOME.								
	INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC ERB	A-99-24-3030F Obcillator	4 A 7 . 0 5 80 40 40 40 40 40 40 40 40 40 40 40 40 40	1630 620720	FACTORY	2 2	BENDIX-PACIFIC 1050265-11-TA		
1	FAILURE MODE-FAIL DURING HEM OME HAD NO CUTPUT AND	FAILURE MODE-FAIL DURING OPERATION, TWO VOLTAGE CONTROL OBCILLATORS FAILED DURING MANUFACTURING VIBRATION TESTING W MEM OME HAD NO CUITUT AND THE OTHER HAD & PERCENT DISTORTION AND B PERCENT PULL BANDWIDTH SHIFT. THE REPORTED FAILUR	TILLATORS FAILED DUR	BANDWIDTH	CTURING 1	71084	TION TESTING EPORTED FAIL	> 5	

SENERAL DYMANICS

\$941 MAT 41

		DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION SYSTEM'A	RECHIE				1
	8781EH 848-8781EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART MUNBER	VEHICLE Date DIF	TIME DIF OTH	PR I	VENDOR NAME VENDOR PART NO	 -
	CORRECTIVE ACTION-NOME.							•
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSBUC ERS	A-98-24-3088F OSCILLATOR	FAR BY-01268-68	1970 820720	FACTORY	2 2	YES BENDIX-PACIFIC NO 1050263-11-WA	•
	FAILURE MODE-ERRATIC OPER 18E UP TO 14 PERCENT AND 1 F. THE REPORTED FAILURES N	FAILURE MODE-ERRATIC OPERATION. TWO OSCILLATORS FAILED DURING MANUFACTURING VIBRATION TESTING WHEN OWE INDICATED ISE UP TO 14 PERCENT AND THE OTHER HAD FREGUENCY DRIFT FROM 3.5 KC TO 8.5 KC. THESE OSCILLATORS WERE FOR 1970 AND F. THE REPORTED FAILURES NERE MOT CONFIRMED.	ME MANUFACTURING VII B.B KC TO B.B KC. TI	HATION TE ESE OSCIL	STING WHI	8 X 3 B	E INDICATED NO OR 1970 AND 07	
	CORRECTIVE ACTION-POME.				-			
	INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC ERS	A-99-24-3034-F OBCILLATOR, MIRING	FAR 87-01260-11	620720	FACTORY	\$ Q	YES BENDIX-PACIFIC MO	****
	FAILURE MODE-OPEN, ELECTRICAL. PUT, THIS MAS CAUSED BT A BREAK	FAILURE MODE-OPEM, ELECTRICAL. THE TELEMFTRY PACKAGE QUIPUT BISMAL BECAME ERRATIC DUE TO THE O UT. This was caused by a dreak at the Junction Between coll L-1 and the external lead in Wire.	BIGKAL BECAME ERRA! L-1 AND THE EXTERN		THE DEC	וררשנג	FO THE DECILLATOR ERRATIC OUT IN MIRE.	
	CORRECTIVE ACTION-VEHDOR	REGUIRED TO MAKE A MORE RIGID INSPECTION OF	ECTION OF THESE OSCILLATORS.	LLA TORS.				
	INSTRUMENTATION-A/B TELEMETRY BET AND TRAMBOUC ERB	A-99-24-3026-F VOLTAGE CONTROLLED OBCILLATOR-VACU 7-01664-85F UM TUSE	7A8 7-01664-897	020720	FACTORY	2 2	YER BENDIK NO	******
· ····································	FAILURE MODE-ERRATIC OPERATION. CILLATOR TUGE V-R ISTLVANIA TYPE	FAILURE MODE-ERRATIC OPERATION. THE OSCILLATOR WAS NOM-LINKAR AT CENTER FREGUENCIES, THIS WAS DUE TO A DEFECTIVE OS Illator tuge v-z (stevamia Type 6111).	IR AT CENTER FREGUEN	KIE8. THI	MAB DUG	5	A DEFECTIVE OS	
	CORRECTIVE ACTION-MONE. A	A MORE RELIABLE ERUIVALENT TUBE MAS NOT AVAILABLE.	MOT AVAILABLE.					
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	a-89-84-300sf Ogcillator-viring	FAR 86-01174-131	620720	PACTORY	2	YES BENDIX PACIFIC NO 1062141-166	
,	FAILURE WOOL-CRENT (ELECTRICAL), ONLY 6.61 8 WAS CAUSED BY AN OPEN WIRE IN THE POTTING.	FAILURE MOGE-FREMI (ELECTRICAL), OMLY G.61 VOLT QUTPUT WAS MEASURED WHEN G.646 PLUS OR MINUS G.BOS IS REBUIRED. THE Was caused by am open wire in the posting.	KABURED WHEN 5.646	# 90 en14	0.0 WIN	:	REGULATO. THE	

PA4E 0422

FAILURE MODE-OUT OF CULTATION OF THE BPEC. CONTROL DUG. 87-UID18-1.	•
CARRETTE ME ACTION-EOP B10-474-01 CHANGED IN CONTR.	TO COME WITH SPEC. CONTROL DUG. ET-LIDIG-1.
EF-SE-24-2737 EAMSDUC COMMUTATOR MOTOR AT-15388-841 ET-15388-841 ET-15388-841 ET-15388-841	2007
ACTORY LF-59-24-273F RAMSDUC COMMITATOR MOTOR UPEED. OF TOLERANCE DUE TO EXCESSIVE COMMUTATOR MOTOR UPEED.	FACTORY YES 104700-8
ALLUME WODE-OPEN (ELECT). THERE WAS NO OUTPUT SIGNAL FROM THE OSCILLATOM. THE CAUSE WAS ISOLATED TO AN OPEN RESIST (R-17). THE RESISTON DIO NOT APPEAR TO HAVE OPENED AS THE RESULT OF AN OVER LOAD. CARECTIVE ACTION-MOME. PAR REMETRY SET AND TRANSDUC COMMUTATOR NOTOR 19EED.	ALLUME WODE-OPEN (ELECT). THERE WAS NO OUTPUT SIGNAL PROM THE OSCILLATOM. THE CAUSE WAS ISOLATED TO AN OPEN RESIST (M-17). THE RESISTON DID NOT APPEAR TO HAVE OPENED AS THE RESULT OF AN OVER LOAD. OMBECTIVE ACTION-NOWE.
RRECTIVE ACTION-NONE. RUMENTATION-A/A RUMENTATION-A/A RUMENTATION-A/A RUMENTATION-A/A RUMENTATION-A/A A-99-E4-3030-F RUMENTATION-A/A RUMENTAT	RRECTIVE ACTION-NONE. FAR SEDTED FACTORY YES BENDIK-FACIFIC SHAMENTALON-A/S FAR SEDTED FACTORY YES BENDIK-FACIFIC SHAMENTALON-A/S FACTORY YES BENDIK-FACIFIC SECULATOR-FACIFIC SECULATOR THE CAUSE WAS ISOLATED TO AN OPEN RESIST (N-17). THE RESISTOR DID NOT APPEAR TO HAVE OPENED AS THE RESULT OF AN OVER LOAD. CR-17). THE RESISTOR DID NOT APPEAR TO HAVE OPENED AS THE RESULT OF AN OVER LOAD. FACTORY YES SOATOR-B
RECTIVE ACTION-NOWE. FAR SECTIVE ACTION-NOWE. GREET WAS NO DECILIATOR TO HAVE OPENED AS THE RESULT OF AN OWER LOAD. FAR SECTIVE ACTION-NOWE. FAR	RRECTIVE ACTION-NONE. FAR ASOTED FACTORY YES SENDIK-FACIFIC SELECTIVE ACTION-NONE. FAR ASOTED FACTORY YES SENDIK-FACIFIC SELECTIVE ACTION-NONE. FAR ASOTED FACTORY YES SENDIK-FACIFIC SELECTIVE ACTION-NONE. FAR ASSOTED FACTORY YES SENDIK-FACIFIC SELECTIVE ACTION-NONE. FACTORY YES SENDIK-FACIFIC SELECTIVE ACTION-NONE. FACTORY YES SOATOR-SELECTIVE ACTION-NONE.
A-98-24-3043-F A-98-24-3043-F A-98-24-3043-F A-98-24-3043-F A-98-24-3043-F A-98-24-3043-F A-98-24-3040-F A-98-24-36-34-8 A-98-24-36-34-8 A-98-24-36-34-8 A-98-34-34-8 A-98-34-8 A-98-34	A-48-E4-3043-F A-48-E4-3043-F A-18-E4-3043-F A-18-E4-3030-F
ALLUNE WAS HOT CONFIDENCE TO INSURE TIGHT TESTING CASLE CONNECTIONS AND THOROUGH TESTING OF ALLUNE WAS HOT CONFIDENCE OF DUPLICATED. A-A-E4-1049-F HOT CONFIRMED ON DUPLICATED. A-AP-E4-1049-F HOT CONFIRMED ON DUPLICATED. C. OPERATION. OUTPUT SIGNALS SECANE ESMATIC. A-39-E4-3050-F FAR SENDIX-PACIFIC. A-39-E4-3050-F FAR SENDIX-PACIFIC. A-39-E4-3050-F FAR SENDIX-PACIFIC. A-39-E4-3050-F FAR SENDIX-PACIFIC. A-39-E4-3050-F FAR HEBBLT. A-39-E4-3050-F FAR HEBBLT. A-39-E4-3050-F FAR HEBBLT. A-39-E4-3050-F FAR HEBBLT. A-39-E4-3050-F FACTORY YES SENDIX-PACIFIC. A-30-E4-3050-F FACTORY YE	LE MAS HOT CONFIRMED OR DUFLICATED. THE MAS HOT CONFIRMED OR DUFLICATED. A-AP-E4-3049-F A-AP-E4-3050-F A-A
ATION. POSITIVE AND MEGATIVE SPIRES MENE MOTED UP TO 18 PCT OF AMPLITUDE. UND TO FACTORY PERSONNEL TO INSURE TIGHT TESTING CABLE COMMECTIONS AND THOROUGH TESTING OF E WAS HOT CONFIDENCE ON THE SEMBLY-PACIFIC SHADER CONTROLED TELEMETHY OSCILL RT-01888-8 ACTOR A-9-E4-2039-7 A-9-E4-2030-7	ATION. POBILIVE AND WEGATIVE BRIEFS MEME MOTED UP TO 18 PCT OF AMPLITUDE. LUAD TO FACTORY PERSONNEL TO INSURE TIGHT TESTING CABLE COMMECTIONS AND THOROUGH TESTING OF UALS HOT CONFIRMED ON DUPLICATED. E MAS HOT CONFIRMED ON DUPLICATED. FAR 1-20-24-3045-F ATOR A-09-24-3045-F A-09-24-3050-F A-09-2
ATION. POSITIVE AND WEGATIVE SPIKES WERE MOTED UN TO 18 PCT OF AMPLITUDE. ATION. POSITIVE AND WEGATIVE SPIKES WERE MOTED UN TO 18 PCT OF AMPLITUDE. ATION. POSITIVE AND WEGATIVE SPIKES WERE MOTED UN TO 18 PCT OF AMPLITUDE. AA-8-2-104-7 ATOM AA-8-104-104 AA-8-104-	THURE HODE-EMBATIC OPERATION. POSITIVE AND MEGATIVE SPIKES MERE HOTED UP TO 18 PCT OF AMPLITUDE. ALLURE MODE-EMBATIC OPERATION. POSITIVE AND MEGATIVE SPIKES MERE HOTED UP TO 18 PCT OF AMPLITUDE. ALLURE MODE-EMBATIC OPERATION. POSITIVE AND MEGATIVE SPIKES MERE HOTED UP TO 18 PCT OF AMPLITUDE. CPLICEMENT ONLY CATION-AND TRANSCOLD PERSONNEL TO INSURE TIGHT TESTING CASLE COMMECTIONS AND THOROUGH TESTING OF TRANSCOLD VALUES CONTROLED TELEMETRY OGCILL ET-DISSO-B TREMETRATION-AND AND TRANSCOLD VALUE CONTROLE SERVED SERVED OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD CACIOLATOR. THE EMBATIC OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF CACIONTY TES BENDIA-PACIFIC OF TALLURE WOODE-EMBATIC OF THE MASSET OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND THANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND THANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND THANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND THANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND THANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND THANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND THANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OPEN MESSET AND TRANSCOLD OF THE CAUSE WAS ISOLATED TO AN OP
ASSECTIVE ACTION-NO COMMETTIVE ACTION WAS TAKEN BY VENDOR. FAR SHOULD SHOULD STATE AND TRANSPORT VENDORS ASSESSED SHOULD	ASSECTIVE ACTION-NO CORRECTIVE ACTION WAS TAKEN BY VENDOR. THE TAIL THE MODE-ERRATIC OPERATION POSITIVE AND MEGATIVE SPIKES MERE MOTED UP TO 18 PCT OF AMPLITUDE. ALLUKE MODE-ERRATIC OPERATION POSITIVE AND MEGATIVE SPIKES MERE MOTED UP TO 18 PCT OF AMPLITUDE. ALLUKE MODE-ERRATIC OPERATION POSITIVE AND MEGATIVE SPIKES MERE MOTED UP TO 18 PCT OF AMPLITUDE. ALBERT SET AND TRANSOUC VOLTAGE COMPINED ON DUPLICATED. THE THE MODE-ERRATIC OPERATION OUT THE SERVE STAND SPIKES STAND THE SERVE STAND THE SERVE SERVITOR NO. STRUMENTATION-NOW. ALSO SERVITOR NOT A -89-24-3053-F ENTINE MODE-OFF CELETY AT AND TRANSUC OSCILLATOR SERVE STAND THE OSCILLATOR. THE CAUSE WAS ISOLATED TO AN OPEN MERIST FALLURE MODE-OFF CELETY. THERE WAS NO OUTPUT SIGNAL PROX THE OSCILLATOR. THE CAUSE WAS ISOLATED TO AN OPEN MERIST FALLURE MODE-OFF CELETY. THE SELSION DID NOT AFFER TO MAYE OFFIND AS THE RESULT OF AN OFF LOAD. FALLURE MODE-OFF CELETY. THE SELSION DID NOT AFFER TO MAYE OFFIND AS THE RESULT OF AN OFF LOAD. FALLURE MODE-OFF CELETY. THE SELSION DID NOT AFFER TO MAYE OFFIND AS THE RESULT OF AN OFF LOAD. FALLURE WORLD-OFF CELETY. THE SELSION DID NOT AFFER TO MAYE OFFIND AS THE RESULT OF AN OFF LOAD. FALLURE WORLD-OFF CELETY. THE SELSION DID NOT AFFER TO MAYE OFFIND AS THE RESULT OF AN OFF LOAD. FALLURE WORLD-OFF CELETY. THE SELSION DID NOT AFFER TO MAYE OFFIND AS THE RESULT OF AN OFF LOAD.
PARTETURE ACTION-NO. COMPAGENT MARKS NAMED AND THE MARKS NAMED AND DATE DATE DATE DATE DATE DATE DATE DAT	AND TENTED THE PARTITION OF THE PARTY NAME OF TH
FAILED COMPANIENT HANG FAIRED COMPANIENT HANG FAIRED COMPANIENT HANG HAVE NOTED BY TO 18 PCT OF AMPLITUDE. ASSERTION WAS TAKEN BY WEBOON. FAIRED COMPANIENT HANG HANG HANG HANG HANG HAND HAND HAND HAND HAND HAND HAND HAND	TEXTAGOR HANK FALCO COMPONENT HANK FAR HUMBER ASSTROLED OF ACTION TO STRING FACTOR TES BENDIX ASSTROLED OF ACTION TES BENDIX FAR HANK FOR THE STRING FALCON TESTING OF ACTION TES BENDIX ASSTROLED OF ACTION PERSONNEL TO SHAUKE TIGHT TESTING CARL COMMECTIONS AND THOROUGH TESTING OF BRE AAS HOT CONFIRMED ON DUPLICATED. FAR A-48-28-28-38-7 A-48-28-28-38-7 A-48-28-28-38-7 A-8-28-28-38-7 A-8-28-28-38-8 A-8-28-28-38-7 A-8-28-28-38-7 A-8-28-28-38-7 A-8-28-28-38-8 A-8-28-28-38-7 A-8-28-28-38-7 A-8-28-28-38-7 A-8-28-28-38-8 A-8-28-28-38-7 A-8-28-28-38-8 A-8-28-28-8 A-8-28-28-8 A-8-28-28-8 A-8-28-

CONVAIR DIVISION

\$ 3

					•	# #		• • • •		1		<u>.</u>	100
ē.	SITE PRI VENDOR NAME	HER UNION BUILDING NO NO SIENAL UNERSTEATORS	LERANCE, N/A 7-1221	NO DIBCREPANCIES.	YES SENDIK-NOWIROS NO E 1098485-33	HOTOR FAILED WHEN AN RTH FLUCTUATION WAS OBSERVED. ANALYBIS SHOWED THAT THE OF SPEC. THE FILLURE WAS CAUSED BY A PAIR OF GOVERNOR SWITCH CONTACTS WELDE	TRICTING COVERNOR (YES COLVIN	BEOLUTE. L HAVE A SHELF LIF		5 9	E TO THE CASES OF (TEMES FOR THIS DEF
		FACTORY	00 T OF TO	M REVEALED	, ETR-11	ERVED. AMALI GOVERNOR SA	LEMENY, RES	LAFB	INSTEAD OF A		DB FACTORY	THIS WAS DUP PHYSICAL LA	MILL BE REV
M. A I REORME	E VENICLE DATE DIF	62071	AS REPORTE	EXAMINATIO	480714	OH MAS CBS A PAIR OF	EN EMBRITT	476	THE SAUGE			REGUINED. TO BY THE	IL ACTIVE
The state of the state of	DIF DATA BOURCE PART NUMBER	FAR 86-78080-008	PEING ENERGIZED V	TEST AND PHYSICAL	FAR R7-11841-811	AN ROW FLUCTUATE.	THAT THE PROBLEM WAS DUE TO HYDROG MATERIAL CHANGE IN DECEMBER 5965.	FAR ET-01843-9	N TRANSCUCEN READ	14 14 1963 WHERE.	· · · · · · · · · · · · · · · · · · ·	NGH 40 VOLTS WAS TO BE CONTRIBUTED	INILAR OFSIGNS BTI
	TESTARGORY NUMBER DIF DATA BOUNCE VENICL FAILED COMPONENT NAME PART NUMBER DATE OF		OF TOLERANCE, RELAT OPERATING TIME AFTER BEING ENERGIZED WAS REPORTED OUT OF TOLERANCE, M/A 7-1218	COARECTIVE ACTION-NOME. THE FAILURE MAS NOT CONFIRMED BY TEST AND PHYSICAL EXAMINATION REVEALED NO DISCREPANCIES.	SF-98-E4-SQTF COMMUTATOR MOTOR	RUCTURAL. THE COMMUTATOR MOTOR FAILED WHEN AN RPH FLUCTUATION WAS OBSERVED. AMALYSIS SHOWED THAT THE YARIBLE, HIGH: AND OUT OF SPEC. THE FILLURE WAS CAUSED BY A PAIR OF GOVERNOR SMITCH CONTACTS WELDE E EDGE.	ON-BENJIK PACIFIC BYATED THAT THE PROBLEM WAS DUE TO HYDROGEN ENBRITTLEMENY, RESTRICTING GOVERNOR CO THE SUPPLIEU INITIATED A MATERIAL CHANGE IN DECEMBER 5981.	ASH-24-273F C PRESSURE TAANSOUCER	FAILURE MODE-EXTERNAL LEAK IN SCALED CHANNER REBULTING IN TRANSUUCER REAGING SAUGE INSTEAD OF ABSOLUTE.	CORRECTIVE ACTION-YENDOR INITIATED PROCEDURE EFFECTIVE NAY 14 1988 WHERE ALL MENON OF AT LEAST T DAYS DETUENE EVACUATION AND ACCEPTANCE TESTING.	A-99-E4-E40F JC POWER BUPPLY CAPACITOR	HORT IELECT). NO CUTPUT MAS RECEIVED ALTHOUGH AG VOLTS WAS REQUIRED. THIS WAS DUE TO THE CASES OF CAP. Cr being smorted together. This appeared to be contributed to by the physical layout.	CORRECTIVE ACTION-NOME, THE POWER SUPPLY IS OSSOLETE, SIMILAR DESIGNS STILL ACTIVE WILL BE REVIEWED FOR THIS DEFECT
9861 107 11	87 87 E.M. ALM - 87 87 87 87	INSTRUMENTATION-A/B A-89-(TELEMENT SET AND TRANSOUC RELAY	AILUME MODE-OUT	COARECTIVE ACTION-NOME.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS.	FAILURE MODE-STRUCTURAL. MOTOR SPEED WAS VARIABLE D TOGETHER AT ONE EDGE.	CORRECTIVE ACTION-BENJIX	1 4 5	FAILURE MODE-EXTERNAL LI	CORRECTIVE ACTION-YENDO	IMBIRUMENTATION-1/8 TELEMETRY BET AND TRANSDUC POWER BUPPLY CAPACITOR CRB	FAILURE MODE-BHORT (ELE ACITORS C1 AND C2 HEIME	CORRECTIVE ACTION-NOME.
	L	1											1

GENERAL DYNANICS

CONVAIR

**** NOT #1

ð		
_		
ŭ	•	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

SUB-LYSTEN	TESTUREPORT HUNGER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE BITE DATE DIF TIME GIF	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIP OTH VENDOR PART NO	
AND CORRECTED IF REGUIRED.	A CONTRACTOR OF THE PROPERTY O	and account of the contract of			*****
INSTRUMENTATION-A/B A-99-24-280F TELEMETRY SET AND TRANSDUC POWER SUFFLY ERB FAILURE MODE-SMORT (ELECTRICAL), MECH CORRECTIVE ACTION-MOME, UMIT CREOKETE	STRUMENTATION-A/B A-99-84-280F LEMETRY SET AND TRANSDUC POWER SUPPLY B FAILURE MODE-SMORT (ELECTRICAL), MECHANICAL SHORT SETUEEN C1 AND C8 CASES. CORRECTIVE ACTION-MOME, UNIT CREOLETE, NO FURTHER SERVISEMENTA.	FAR 87-11859-8 61 AND CR CASES.	6EG708 FACTORY	\$ Q	2
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSOUC ERS TAILUME MODE-ELECTRICAL SI MAS COMFIRMED. A PERMANENT THE S.D PSI POINT OCCURRE RED AS A RESULT OF THE WIP CORRECTIVE ACTION-THE VEN N SPECIFICATION ET-01445.	THE STRUMENTATION-A/B H6-A9-24-283F FARABOUCER FYAR 113D FACTORY YES SERVOMICS THE SECRETARY SET AND TRANSDUC DIFFERENTIAL PRESSURE TRANSDUCER 67-9380G-U35 620709 MO ERS FAILUME MODE-ELECTRICAL SHORT. THE UNIT FAILED WHEN A SPERCENT CHANGE IN THE OUTPUT READING OCCURRED. THE FAILURE WAS CONFIRMED. A PERMANENT SHIFT OF 2.3 PERCENT WAS OSSERVED AT THE \$.0 PSI POINT THE INCOURTED TURNS OCCUR THE 3.0 PSI POINT OCCURRED AS A RESULT OF SANOTED TURNS AT APPROXIMATELY THE 3.4 PSI POINT. THE SHORTED TURNS OCCUR RED AS A RESULT OF THE WIPER ARM PEENING THE COIL DURING VIBRATION. CORRECTIVE ACTION-THE VENDOR MODIFIED THE TRANSDUCERS SO THEY ARE CAPABLE OF PASSING THE MIGHEST 6-LEVEL REQUIRED S N SPECIFICATION 27-01445.	FAR 67-83800-U33 87-83800-U33 A THE F.D PSI POI A PPROXIMATELY THE 3 BRATION.	620709 FACTORY 620709 MIPUT READING OCC IT. THE INCREASE I A PAI POINT. THE	VEB SERVOMICS NO URRED. THE FAILURE N OUTPUT VOLTAGE AT SHORTED TURNS OCCUR 6-LEVEL REGUIRED 5	7
INSTRUMENTATION-A/B BP-A9-84-3029F TELEMETRY SET AND TRANSDUC COMMUNICATOR/REGULATOR ERS FAILLME MOGE-ELECTRICAL OPEN, CHANNELS 13, A H OPEN SASE-EMITTER JUNCTION OF TRANSISTOR SHY CORRECTIVE ACTION-THE CAUSE OF THE FAILURE MA	NATRUMCHTATION-A/D 9F-A9-24-3029F FAR 1600 FACTORY VED FIFTH DIMENSI ELEMETRY SET AND TRANSDUC COMMUTATOR/REGULATOR 87-32762-801 820708 HO	FAR 87-12762-801 ED MO COMMUTATION, F. ULATOR CIRCUIT, WED, HO CORRECTIVE A	1600 FACTORY 820708 11LURE WAS CONFIRM 11LURE WAS CONFIRM	VES FIFTH DIMENSIONO NO	9
THETRUMENTATION-A/B TELEMETRY SET AND TRANSDUC COMMUTATOR/REGULATOR ERS FAILURE MODE-OUT OF TOLERANCE, COMMUTATOR REE MITH SO YOC APPLIED, THIS DAS DUE TO THE YOUTA	HETRUMENTATION-A/B 6F-A9-24-3028F FAR 160D VES FIFTH DIMENSISTER SET AND TAAMSDUC COMMUTATOR/REGULATOR 87"-18768-601 680708 NO	FAR BY-1876R-001 17. IT M.B FOUND THA THE MOTOR BY THE YEE	1600 620708 THE SPEED WAS OU	VES FIFTH DIMENSION NO N	

18 JUN 1986

DIFFICULTIES REVIEW-INSTRUMENTATION STRUKAIRBORNE

	8787EH 848-8787EH	TEBY/REFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	617E TINE 01F	PRI	VEHICLE BITE PRI VENDOR MANE DATE DIF TINE DIF OTH VENDOR PART NO	
	CORRECTIVE ACTION-THE VENDOR IMPROVED THE VOLTAGE IT IC VALUE, REFER TO MENO \$48-3-88-166 DATED 621106.	CORRECTIVE ACTION-THE VENDOR IMPROVED THE VOLTAGE REGULATOR AND THE SPEED TOLERANCE WERE INCREASED TO A MORE REALIS Ic value. Reper to memo sas-3-82-188 dated 621106.	OR AND THE SPEED TOLE	RANCE WERE	INCREASE	0 0	A MORE REALIS	
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC	A-89-E4-E78F POMER BUFFLY	FAR 87-11880-5		BAN DIKE YES O NO NO	4 0	;	***
	FAILURE MOG-BHORT (ELECT	FAILURE MOGE-BHORT (ELECTRICAL). BHORT BETWEEN CE CABE AND TRANSFORMEN TERHINAL 6.	D TRANSFORMEN TERMINA	•		¥		
	CORRECTIVE ACTION-HOME. U	UNIT OBSOLETE.					-	
	INSTRUMENTATION-A/B TELEMETRY BEY AND TRANSDUC ERB	A-99-24-274F POMER BUPPLY CAPACITOR	# - # # # # # # # # # # # # # # # # # #	620706	FACTORY	% Q#		:
	FAILURE MODE-SHORT (ELECT CITOR CR BEING SHORTED TO	FAILURE MODE-SHORT (ELECT), NO OUTPUT WAS RECEIVED ALTHOUGH AO VOLTS WAS REGUIRED. THIS MAS DUE TO THE CARE OF CAPA Clior ce being shorted to ground, This Appeared to be contributed to by the physical Layout,	CH 40 VOLTS WAS REGUL Riguted to by the phy	RED. THIS	WAS OUE T UT.	Ē	E CASE OF CAPA	
	ACTION-MONE. ED IF REGUIRE	THE FOWER GUPPLY 18 OBSOLETE, SIMILAR DEBIGNS STILL ACTIVE WILL BE REVIEWED FOR THIS DEFECT.	ILAR DERICHS STILL AC	TIVE WILL	BE REVIEW	8	OR THIS DEFECT	
<u> </u>	INSTRUMENTATION-A/B HG-AB-24-268 TELEMETRY SET AND TRANSDUC TLM CANIBIER ERB	HG-AB-24-084F Tum camibter	FAR 27-13290-611	1130 620705	FACTORY	# Q		:
	FAILURE MODE-ERRATIC OPER ER CHANNEL A. NO SPIKING N ANALOG RECORDS.	FAILURE MODE-ERRATIC OPERATION-DURING TELEMETRY CHECKS BLIGHT SPIRING MAS OBSERVED OH THE MASTER PULSE FOR Er channel a. No spiring was observed in tests when dutputs of all channels were viewed by oscilloscope and Analog Records.	IGHT BPIKING MAS OBSE 8 OF ALL CHANNELS WER	RVED ON THE	E MASTER Y OSCILLO	# 00 P	E FOR BINGCARRE	
	CORRECTIVE ACTION-MONE-FAILURE NOT CONFIRMED.	IILURE NOT COMFIRMED.						
	INDTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC (nz-bb-e4-278C Burgarier obcillator	FAR 87-12768	1400	FACTORY	₹ ₹		-
	FAILURE MODE-OUT OF TOLER! AVEFORM, THESE MERE SUBSEST	FAILURE MODE-OUT OF TOLERANCE, CHANNEL 11 BUBCARRIER OBCILLATOR BIGNAL INDICATED IMPROPER BANDWIDTH AND DIBTORTED W Verorm, these were subbesuchtly found to have been caubed by Faulty Factory test equipmeny.	LLATOR BIGNAL INDICAT BY FAULTY FACTORY TE	ED INPROPE BT COULTNE	R BANDWID NY.	¥	40 DISTORTED W	
							PASE DARG	

: 3

9961 HAT 11

DIFFICULTIES REVIEW-INSTRUMENTATION STRIKE AIRBORNE

8781EM 800-8787EM	TEST/REPORT NUMBER DIF DATA SOURCE VEH! FAILED COMPONENT MAME PART NUMBER DATE	DIF DATA SOURCE PART NUMBER	VEH! LE DATE DIF	SITE TIME DIF	PHI VENDOR NAME OTH VENDOR PANT NO	
4-NOHE.	FAILURE NOT CONFIRMED.					***************************************
INSTRUMENTATION-A/B SP-80-84-R71F TELEMETRY SET AND TRANSDUC SIGNAL CONDITIONER ERS	BP-BD-E4-E71F BIGHAL CONDITIONER	FAR 87-18890-909	620703	2 E	7£8 80	***************************************
FAILURE WOE-CONTANINATION. Mes Logged between the graft.	FAILURE WOE-CONTANINATION. DURING A BINULATED COUNTDOWN THE BIGNAL COMDITICHER WAS IN OPERATIVE, DUE TO BALL BEARI Heb locked between the Grarb.	THE BIGNAL CONDITION	ER WAS IN	OPERATI VE	DUE TO BALL BEAR	
CORRECTIVE ACTION-EFFECTI	CORRECTIVE ACTION-EFFECTIVE AUG 8 1982 THE VEHDOR INITIATED THE UBK OF VIBUAL AIDS FOR IMSPECTION PRIOR TO SEALING He switches of which there are three in subject compitibler.	ED THE USK OF VISUAL	AIDS FOR	INSPECTION	PRIOR TO SEALING	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSCUC ERS	SP-90-24-271F AMSDUC POWER CHANCEOVER SMITCH BEARING	FAR	*20703	M TA	VES KINETICS MO	A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILURE MODE-FAIL TO OPER 6 BETHEEN THE GEARS, THE E CORRECTIVE ACTION—THE VEN	FAILURE MODE-FAIL TO GPERATE AT PRESCRIEED TIME. POWER CHANGEOVER BMITCH FAILED DUE TO A BALL FROM A BEARING LODGIM Between the Gears. The Bearing was Eithed Improperty Installed or Depective. Corrective actiom—the Vendor Imitiated the UDE OF VISUAL AIDS FOR INSPECTION FRIOR TO SEALING THE SMITCHES.	AMEGOVER BWITCH FAIL TALLED OR DEFECTIVE. AIDS FOR IMSFECTION	ED BUE TO	A BALL FR CALING TH	M A BEARING LODGE SMITCHES.	2
INSTRUMENTATION-A/B TELEMETRY RET AND TRANSOUC ERB	A-SD-24-223F IAMBOUC BIGNAL CONDITIONER-COMMUTATOR	# * # * # * * * * * * * * * * * * * * *	1130 620531	ž	YES UNITED ELECTRO NO DYNAMICS	0
FAILURE MODE-FAIL DURING CORRECTIVE ACTION-WOME	DURING OPERATION. THE 10 RPS COMMUTATOR HAD PASSED ITS USCFUL LIFE 3PAN. None	HAD FARRED ITS USER	UL LIFE SP	ž		<u></u>
IMBIRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	A-9D-E4-283-F COMNUTATOR, MOTOR	FAR	1150	VIR	VEB UNITED ELECTRO NO DYNAMICS AN/DKT-18	•
FAILURE MODE-OUT OF TOLERANCE. ED AMD PITTED GOVEMOR CONTACTS.	THE 10 MPS NOTOR THE USEFULL LIFE	MALFUNCTIONED BY OPERATING INTERMITTENTLY. THIS OF THE COMMUTATOR HAD APPARENTLY BEEN EXCEEDED.	ITERMITTENS ITLY BEEN B	CEEDED.	AAS CAUSED BY ERRC	•
CORRECTIVE ACTION-NOME, 1	CORRECTIVE ACTION-NOME, THE COMMITATOR IS NOW OBSOLETE,				*	
						1

不是一个时间,我们就是一个时间

STRTEN'ALRECANE
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORMS
DIFFICULTIES

16 JUN 1966

B-A-TEX B-UD-B-T-B-TEX	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	PRI VENDOR NAME	
INSTRUMENTATION-A/8 SP-80-E4-284P TELEMETRY SET AND TRANSOUC PRESSURE TRANSDUCER GR&	SP-SC-R4-R84P PRESSURE TRANSDUCER	FAR 9-01732-6		YES BOURNS NO	:
FAILURE MODE-LEAK INTERNA ED ENTRAPPED GAS UMDER PRE RREBY OPENING YME CIRCUIT,	FAILUNE MODE-LEAK INTERNAL, AM OPEN REBIBTANCE WAB FOUND DURING A CONTINUITY CHECK. A LEAK IN THE BOURDOM TUBE CAUB 10 entrapped gab under prebrure in the cabe mhich caubed the miper arm to ride over the btop and become deformed, th 1rebt opening the circuit,	RING A CONTINUITY C MIPER ARM TO RIDE	HECK, A LEAK EN T DVER THE STOP AND	HE BOURDON TUBE CAUS BECOME DEFORMED, TH	
CORRECTIVE ACTION-THE VEN	CORRECTIVE ACTION-THE VENDOR HAS INITIATED HIGH PRESSURE LEAK CHECKING.	IK CHECKING.	,		·
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	SP-98-24-E86-F PRESSURE TRANSDUCER	FAR 7-01720-9	1450 ETR 620621	YES BOURNS NO	008288
FAILURE MODE-CONTAMINATIOM, THE ER LODGED BETWEEN THE REALSTANCE	FAILURE MODE-CONTAMINATIOM. THE FAILURE WAS NUTED AS AN OPEN READING RETMEEN PINS A AND C. THIS WAS CAUSED BY A FIS In lodged between the resistance coil and the wiper arm.	NEADING RETWEEN P	INS A AND C. THIS	MAS CAUSED BY A FIR	
CORRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN.	ECTIVE ACTION TAKEN.				
INSTRUMENTATION-A/D TELEMETRY SET AND TRANSDUC ERS	A-JD-24-239F Bighal Comyerter	FAR 27-13642	37F WTR 620419	YES UNITED ELECTRO NO DYNAMIC 14362-M	
FAILURE MODE-FAILED DURING CP CARRIER CHANNELS, FAILURE ANA OMPLISHED PRIOR TO REPURT I.R.	LED DURING CPERATION WHEN TESTS ON MAPCHE CIDCLOSED 400 CPS. INTERFERENCE IN THE OUTPUTS OF ALL. 1. FAILURE ANALYSIS DID NOT CONFIRM FAILURE AS REPORTED. MODIFICATIONS PER ECP 3DSG NAD NOT SZEN. 10 NEPORT 1.R.	IBCLOSED 400 CPE. II NS REPORTED. MODIFIE	HERFERENCE IN THE	COUTPUTS OF ALL SUB-	
CORRECTIVE ACTION-MOME, F	FAILURE NOT CONFIRMED.				
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	1-20-24-190F Blenal Converter	FAR 17-12642	67F	VES UNITED ELECTRO NO DYNAMICS	***************************************
FAILURE MODE-OUT OF TOLER	OF TOLERANCE. MAPCHE EQUIPMENT DISCLOSED ADD CP& INTERFERENCE IN THE OUTPUTS OF ALL SUSCARRIER CHA	10 CPB INTERFERENCE	IN THE CUTPUTS OF	' ALL SUBCARIER CHA	
CORRECTIVE ACTION-MOME, P.	CORRECTIVE ACTION-WOME, FAILURE WAS NOT CONFIRMED. THE INTERFERENCE MAY HAVE BEEN DUE TO IMPROPER SROUNDING.	FERENCE MAY MAVE BI	EN DUE TO EMPROP	R GROUNDING.	

11 JUN 1866

		DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION SYSTEM'A	INBORNE				
	ANTENDA ANTENDA	TESTAGEORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PANT HUMBER	VEHICLE DATE DIF	817E TIME DIF	PRI OTH VE	PRI VENDOR NAME OTH VENDOR PART NO	
	INSTRUMENTATION-A/B VELEMETRY SET AND TRANSOUC ERS	AX82-DO3D/AR141-D-1-113/FC-4CO-DR- COMPOSITE-FACTORY 113 TIM CANISTER	COMPOSITE-FASTORY ET-1EEBD-811	1130 620613		4 0 M		*
	FAILURE MODE-OUT OF TOLES WOLL DISPLACEMENT SYROS: TONIME CIRCUITRY IN TELEM	FAILURE WODE-OUT OF TOLERANCE-VARIATIONS UP TO S PLR CENT IBU WERE INDICATED ON TLM HEASURENENTS FOR PITCH, VAM AND MOLL DISPLACEMENT SYROS, BUT NERE NOT EVIDENT ON EISINE PEED BACK TRANSDUCERS, THIS WAS ATTRIBUTED TO SIGNAL COMDITIONING CIRCUITRY IN TELEMETRY CANISTER.	BV WERE INDICATED O BACK TRANSDUCERS.	N TLM HEAB! THIS WAS !	REMENTS	708 71 0 75	TCM, YAW AND IGNAL CONDIT	
	STREM EFFECT-ERRATIC OF	STRICK EFFECT-ERRATIC OPERATION-TLM BISHALS WERE VARING UP TO 3 PER-CENT OF 18M.	TO 3 PER-CENT OF 18	÷				
	VEMICLE EFFECT-COMPOSITE DELAT. CORRECTIVE ACTION-ECP 7092 WHIC	TE DELAY. 7092 MHICH IS SCHEDULED AS A POST ACCEPTANCE TASK WILL, CORRECT THIS CONDITION.	EPTANCE TABK WILL,	CORRECT TH	* COMD 11			·
		A-98-24-3073C TAPE RECORDER	FAR	+X0900	£13	YES SPEIDEL NO 87.8-1	8PEIDEL 87.8-8	25000
	FAILURE MODE-FAIL, TO OPEI MADE BETHERN IN THE CAPSTAN IN THIS MOULD HAI	L TO OPERATE AT PRESCRIBED TIME, DURING TESTING THE TAPE IN THE TAPE-RECORDER MACAZIME WAS FOUND JA Capstam and idler mheel. The tape and recorder motor cam mear to the point where the tape cam faal. Would happen mhen the useful life of the recorder was exceeded. There was no failure amalysis.	TING THE TAPE IN TH DEP MOTOR CAN WEAR CORDER WAS EXCEEDED	E TAPE-RECC TO THE POLI THERE WAL	MDER MAC IT NAFERE I NO FAIL	AZINE THE TA URE AN	WAS FOUND JA PE CAN FAIL ALTBIB.	
	CORRECTIVE ACTION-MOME,						-	
	INSTRUMENTATION-A/B TELENETRY BET ANJ TRANSDUC ERB	RA-03-24-237F OGCILLA FOR-POTENTIONETER	FAR 27-01352-125	1330	# A 12	76.86 NO	YES BENDIK PACIFIC NO	
	FAILURE MOE-FAILS TO OFF	LA TO OFFRATE AT PRESCRIBED TIME DURING SYSTEM CHECKOUT, POSSIBLE FAILURE OF POTENTIOMETER CIRCUIT.	TEN CHECKOUT, POSSI	DLE FAILURI	OF POTE	HT LONE	TER CIRCUIT.	
8	CORRECTIVE ACTION-VENDOR	INSTITUTED A TWO IN POTENTIOMETER	BIAGE PROSKAH OF POTENTIONETER IMPROVEHENT THAT BECAME EI Naterial ubed, manufacturing, and inspection procedures.	VEHENT THAT	BECAME	EFFECT	8VZ 1M THE .	
	INSTRUMENTATION-A/B TELCHETRY RET AND TRANSDUC ERB	RA-88-24-2377 OGCILLATOR	FAR 87-01253-135	1350 820604	ETA	YES 96	YES BENDIK PACIFIC NO	
	FAILURE MODE-ERRATIC OPER CIRCUIT.	FAILURE MODE-ERRATIC OPERATIOM. DURING STRTEM CHECKOUT B/MISITS? WAS INTERMITTENT POSSIBLE FAILURE OF POTENTIOMETER CIRCUIT.	DETES WAS INTERNITE	ENT POSSIBL	E PAILUE	ช้ ห	OTENTIONE TER	
							PAGE 0429	

**** ****

		60720	\$ 80 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8		991800		0. 0. 0. 0.			
	I VENDOR NAME H VENDOR PART NO	EFFECTIVE IN THE S	S AFFLIED ELECTR S ONICS DC-1-D18	IRES 5 VOLTS.	S APPLIED ELECTR ONICS	NE 6 A TIVE - 601 N6	TEXAS INSTRUME HIS ASSTR-T	GROUNG STATION.	B BOLID BYATE EL CTRONICS C-1109	30108 BOOM 8010E
,	SITE PRI TIME DIF OTH	u	FACTORY YES	B BPEC. MEGG	FACTORY YES	ERKINALS AND USE.	ET# NO	BY THE RANGE ATED OFF CEN	FACTORY YES	ETTENT. CAUSE OSCILLATOR
AIRBORNE	VEHICLE DATE DIF	IMPROVENENT IMAT BECAME INSPECTION PROCEDURES.	08023	B 1.8 VOLT	620550	7 OF 118 1	1970	ETERMINED LAB. 1901C	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	AND IN ERN CULT OF TH
ITRUMENTATION SYSTEM	DIF DATA BOUNCE PART NUMBER	W POTENTIONETER IMPR IUPACTURING, AND INSP	FAR R7=01014-1	ITPUT WOULD NOT EXCEE	FAR 87-01016-1	68 MERE ORSERVED ON THE CHAIRMENTED LOCATING IN	FAR \$9-01148-3	EGUENCY BY SEKC AB D 17b in etr telemetry 1.	FAR SOUTHERS	UNIT CUTFUT MAS LOW STAL IN THE TANK CIR
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSCHME	TESTREPORT NUMBER FAILED COMPOHENT NAME	CORRECTIVE ACTION-VEHOOR INSTITUTED A TWO STARE PROGRAH OF POTENTIONETER IMPROVENENT INAT BECAM Pring 1861, BY CHANGES IN POTENTIONETER NATERIAL USED, MANUFACTURING, AND INSPECTION PROCEDURES.	47-40-21-2727 Amplifica	TOLERANCE, MITH MEGATIVE IMPUT THE OUTPUT WOULD NOT EXCEED 1.5 VOLTS SPEC, RESUIRES 5 VOLTS. Known, cause of failure could not be determined	BP-A0-24-878-F DIFFERENTIAL D-C AMPLIFIER	TOLERANCE, LOW AMPLITURE PULSE READINGS MERE OBSERVED ON 7 OF 118 TERNIMALS AND MEGATIVE-GOING OTHER TERNIMALS. OTHER TERNIMALS.	HG-20-24-246F Transmitter	FAILURE MODE-OUT OF TOLERANCE. DUE TO BEING OFF CENTER FREQUENCY BY SEKC AB DETERHINED BY THE RANGE GROUND BTATION. During Operation of the missile per. Eog. RF-90935-DE. TEBED IN ETR TELENETRY LAB. INDICATED OFF CENTER FREGUENCY BY 11.2 BPEC. Max. Allohable 23KC, Failure was mot confirmed.	OF REPORTED FAILURE FOUND TO BE FAULTY TEST EQUIPMENT WHICH HAS SINCE BEEN REFACED. A-A2-E4-245F OSCILLATOR ET-G1436-1 C-1109 C-1109	FAILURE MODE-OUT OF TOLERANCE, BURING TEBTING IN FACTORY UNIT OUTPUT WAS LOW AND IN ERMITTENT. CAUSED BY POOR SOLDE. CONNECTION SCHOOLNG A CRYSTAL IMPUT MIRE TO THE SEGRE CRYSTAL IN THE TANK CIRCUIT OF THE OSCILLATOR.
****	STEN SUS-STEN	CORRECTIVE ACTION-VEHOOR	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	FAILURE MODE-OUT OF TOLERAN	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	FALLURE MODE-OLT OF TOLER. PULSE READINGS CM S OTHER	RANSDUC	FAILURE MODE-OUT OF TOLER DURING OPERATION OF THE M 11.2 SPEC. NAX. ALLOMABLE	COMPECTIVE ACTION-CAUSE OF INSTRUMENTATION-A/F. TZLEMETRY SET AND TRANSDUC (ERS.	FAILURE MODE-OUT OF TOLER

GENERAL DYMANICS CONVAIR DIVISION

はいからい 一般なる 教養を受ける でき かんしゅうしょ かんしゅう しゅうかん かんしゅう しゅうかん かんしゅう しゅうかん かんしゅう しゅうかん かんしゅう しゅうかん かんしゅう しゅうかん かんしゅう しゅうしゅう

CONVAIR

DIFFICULTIES REVIEW-IMSTLINENTATION SYSTEM-AIRBORNE

11 JUN 1988

#787EN #08-#7EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	DITE TIME DIF	VEHICLE BITE PRI VENDOR PAIT NO DATE DIF TIME DIF OTH VENDOR PAIT NO	THE HO	
CORRECTIVE ACTION-THE FEM.	NE VENDOR BLOMED THE COLVEYOR BELT DOWN TO PROVIDE AN IMPROVED HEAT CYCLE IN BONDING CRYSTAL LEA	TO PROVIDE AN IMPRO	FED HEAT C	YCLE IN B	ONDING CRYBTA	. LEA	04444
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	SP-8D-84-277-F TELEMETRY SET AND TRANSDUC PRESSURE TRANSDUCKR/D-100 PULA ERS	7.8 7.0 1.0 1.0 1.0	******	# 12 2	7EB < EC		Q • 6 5 • 6
FAILURE WODE-LEAK INTERNAL. ? A HEADING OF 24 PERCENT IS RE R OCCURRED AT THE BOLDER BEAL.	FAILURE MODE-LEAK INTERNAL. (ME TRAMSDUCER REPORTEDLY READ APPROXIMATELY 1.23 PEKCENT WIIM 9 PSIG 1M THE FUEL TAMK, A meading of 24 percent 15 reguired. This mas duc to a leak inside the sealed chamber, it is comcluded that the lea . Occurred at the bolder beal.	IPPROXIMATELY 5.23 Inbide the Bealed	PERCENT WI	TH 9 PSIG T 18 COMC	IN THE FUEL LUDED THAT TY	TANK, E LEA	
CORRECTIVE ACTION-NOME.							
INSTRUMENTATION-A/B TELEMETRY BET ANG TRANSDUC ERB	HG-08-E4-ETOF FOMER CHAIKEOVER BHITCH	FAR 87-01206-5	******	£1.3	YES KINETICS NO		- -
FALLURE NOCE-CPEN (ELECT) MOTOR COIL WAS GPEN CIRCU OF CURRENT.	FAILUME NOCE-OPEN (ELECT) - OCCURED FURING BUITCHING FROM EXTERNAL TO THE INTERNAL MODE, TROUBLE SHOOTING INDICATED MOTOR COLL WAS OPEN CIRCUITED-FAILURE HAS CONTINED WHEN NOTOR COLL WAS FOUND BURNED OPEN DUE TO EXCESSIVE PASSAGE of CURRENT.	ITERNAL TO THE INTE	RNAL MODE.	TROUBLE N DUE TO	SHOOTING INDI	CATED	
CORRECTIVE ACTION-TWY SEN	CORRECTIVE ACTION-TUX SENT TO ETR MARNIME COGNIZANT PERSONNEL. TO COMPORM TO TEST OPERATIONS PER PROCEDURES- ENGINEE ING WILL NAINTAIN BURVEILLANCE OF POMER CHIMEOVER BUITCHES, EFFECTIVE AUG & 1902.	IL TO CONFORM TO TE.	DOE .	ONS PER P	ROCEDURES- EN	G I NEE	
INSTRUMENTATION A/B CT-98-24-025-F TELEMETRY BET AND TRANSDUC Z.S RPB CONJUTATOR	CT-98-24-025-F Z-5 RFB CONCIUTATOR	FAR 27-037-97-3	1040 680424	4 C 8	NO FIETH DIMENSIONO NO N		**************************************
FAILURE MODE-FAILED DUTIMAS DUE TO REVERSE VOLTAGE	FAILURE MODE-FAILED DUTING OPFRATION, DUT TO FAILURE OF POWER IMPUT TRANSIST, A ENGIG. PROGRELE TRANSISTOR FAILURE W As due to reverse voltage application during bench test.	IR EMPUT TRANSERT, M	M M M M M M M M M M M M M M M M M M M	OGABLE TR	INSISTOR FAIL	3 3 5	
CORRECTIVE ACTIOM-PROVIDE	CORRECTIVE ACTIOM-PROVIDE SITE PERSONNEL MITH CORRECT TEST EQUIFMENT AND OVERATING PROCEDURES.	GULFYENT AND OVERA	TING PROCE	DURES.			

COMPOSITE-FREZORE, 1850

INSTRUMENTATION-A/B AESZ-GAAY/PE-4MO-DD-1853 felemetry cet and transduc telenetry accessory pickage erb FAILURE MODE-FAIL DURING OPERATION-TELEMETRY ACCESSORY PACKASE MAD TO BE REPLACED.

PACE GASE

SEMERAL DYNAMICS

**** ***

	DIVISION	
4 5 5 6 6 6 6	CONVAIR	

	DITTICCETTE REVIEW TRANSPORTATION STATES	TRUMENTATION STRICH.	NI NEORINE		r		_
BVS-STER	TERT/ACPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	TIME DIF	O THE	VENDOR HANE VENDOR FART NO	
VEHICLE EFFECT-LMEMOMM.							•
CORRECTIVE ACTION-REPLACE INSTRUMENTATION-A/6 FELEMETRY SET AND TRANSDUC	CORRECTIVE ACTION-REPLACED TELEMETRY ACCESSORY PACKAGE. STRUMENTATION-A/6 SP-88-24-861-F LEMETRY BET AND TRANSDUC PRESSURE TRANSDUCER	FAR 7-01785-5	• E	ETR	\$ A	YES BOURNS NO	
FAILURE MODE-OUT OF SPECIFIC FST PSI LEVEL OF THE BOOSTER OR DATA BHEET AND APPARENTLY	SPECIFICATION. A CALIBEATION CHECK INDICATED THAT THE PRESSURE WAS ES PSI LOWER THAM MORMAL AT BOOSTER CONTROL PHEUMATIC REGULATOR OUTPUT. THIS TRANSDUCER WAS ACCEPTED ON THE BASIS OF A VEND NARHILY WAS OUT OF TOLERANCE WHEN RECEIVED.	DICATED THAT THE PRE! NUTPUT, THIB TRANBOUCHELVED.	BAURE WAS S ER WAS ACCE	S PSI LOW PTED ON T	6 3	THAN NORMAL AT BABIS OF A VEND	
CORRECTIVE ACTION-MS 63-2	IS 63-24 AB WAB RELEABED, CLARIFYING CALIBRATION AND CLEANING REGUIREMENTS FOR THIS TRANSDUCER.	ILIBRATION AND CLEANIS	46 REGUIREX	ENTS FOR	1X .	TRANSDUCER.	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSBUC ERS	PRESSURE TRANSDUCER	TAR 7-01788-9	1040	ANR	4 G	YES GOURNS NO	710101
FAILURE MODE-CONTANINATIC TH FAILURES CONTRNED. LON R RIDING UNDER THE WIPER C	FAILURE MODE-CONTAMINATION, DUTFUT OF ONE TRANSDUCER MIS LOW AND THE OTHER WAS FLUCTUATING PLUS OR MINUS SO PSI, BO Th Failures comfirmed, low output caused by adjustment below specified tolerance fluctuating ov. put caused by a fibe R riding under the wifer causing wifer to lift away from resistance elenent.	LOW AND THE OTHER WA! OW SPECIFIED TOLERAN ESISTANCE ELEMENT.	FLUCTUATE	NE PLUS O	8 F	1US 50 PS1. BO	
CORRECTIVE ACTION-VENDOR	ENDER CORRECTIVE ACTION WAS TAKEN BY RIGID QUALITY CONTROL INSPECTION.	HEID BUALITY CONTROL	INSPECTION	•			
INSTRIMENTATION-A/B FELEWETRY SET AND TRANSPINC ERS	ag-114-218F Commutator, motor	748	133D 620409	ETA	£ 6	BENDIX MONTROS E 1096465-43	* 02 T 0 4
FAILURE MCDE-ERRATIC OFER GMAL ON THE RF-1 CARRIER.	C OPERATIOM. DURING FLIGHT ACCEPTANCE COMPOSITE TEST COUNTDOWN, THERE APPEARED TO BE A SECOND SI Rich. Failurg not compipmed possibly by introduced through noise of notor.	COMPOSITE FEST COUNTE F INTRODUCED THROUGH	JOKH, THERE NOISE OF N	APPEARED OTOR.	5	1E A SECOND BI	
CORRECTIVE ACTION-HONE, F	FAILURE NOT CONFIRMED.			-			
INDTRUMENTATION-A/D TELEMETRY BET APT TRAMBOUC Erb	かっこのおり、マロックのことも、 ないかいない プルフマン・ション・カー ないかいない アルフ・レスマ	748 88-01178-1	******	# E	, 45 Y	YES BAYDERSY Yes	
FAILURE MODE-OUT OF TOLER	TOLEHANCE, CHANNEL A BECTION OF THE DIFFERENTIAL ANPLIFIER HAD A LCM OUTPUT OF B.S VOLT RMS INS	IPPERENTIAL AMPLIFIES	HAD A LCW	ourrut o		VOLT RHS INS	
						PACE 0432	-,-

11 1UN 1868

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

TELLO OF THE PRECISE TO THE PACEARS. PALLONE WOMEN TELLO OF THE PRECISE THE OFFICE THE PRECISE THE PRECISE WOMEN THE PRECISE THE PRECISE WAS A REPLECIMENT COME OF THE PACEARS. PALLONE WAS NOT FOUND TO THE PRECISE THE PRECISE WAS NOT FOUND TO PACEARS. PALLONE WAS NOT CONTINUED. COMMECTIVE ACTION-NOME. PALLONE WAS NOT CONTINUED. TALLONE WOMEN THE PACEARS. PALLONE WAS NOT CONTINUED. TALLONE WOMEN THE PACEARS. PALLONE WAS NOT CONTINUED. TALLONE WOMEN TO TOLERANCE. WITH AN INPUT OF SY YOL'S DC THE REGLATOR CONTINUE MANAPELS. TALLONE WOMEN TO TOLERANCE. WITH AN INPUT OF SY YOL'S DC THE REGLATOR CONTINUE WAS SO OUT TO TOLERANCE. WITH AN INPUT OF SY YOL'S DC THE REGLATOR CHEVELY WAS SO OUT TO TOLERANCE. WITH AN INPUT OF SY YOL'S DC THE REGLATOR CHEVELY WAS SO OUT TO TOLERANCE. WITH AN INPUT OF SY YOL'S DC THE REGLATOR CHEVELY WAS SO OUT TO TOLERANCE. WITH AN INPUT OF SY YOL'S DC THE REGLATOR CHEVELY WAS SO OUT TO TOLERANCE. WITH AN INPUT OF SY YOL'S DC THE REGLATOR CHECKOUT, THANHITTER HAD TO COTHOL. FAILURE WAS CONTINUED. THE SALLONE WOMEN THANHITTER HAD TO COMPANIE WAS THANHITTER. CONNECTIVE ACTION-COMESTING AND AND THE TALLONE CHECKOUT, THANHITTER HAD TO COUNTY THANHITTER. TALLONE WOMEN THANHITTER. THE PACEAR THANHITTER. THE PACEAR THANHITTER HAD THE WAS TALLONE. THE PACEAR THANHITTER WOMEN THANHITTER HAD THANHITTER HAD THANHITTER. THE PACEAR THANHITTER. THE PACEAR THANHITTER WOMEN THANHITTER HAD THANHITTER HAD THANHITTER HAD THANHITTER. THE PACEAR THANHITTER WOMEN THANHITTER WOMEN THANHITTER HAD THANHITTER. THE PACEAR THANHITTER WOMEN THANHITTER HAD T	The state of the s		Control of the Contro	Street, or other Designation of the last o	Tourse Statement	The Person Name of Street, or other Persons named to the Persons named t		ſ
NO OF THE WEST TED 1.77 YOU TO MAKE HAND A MENACEMENT COLD NOT BE ADJUSTED. TENDING TO PLACE BANDED OF THE WEST OF THE PACEASE. PALLUME WAS NOT CONTINUE. WHEN WEST OF THE PACEASE. PALLUME WAS NOT CONTINUE. TRANSCHILLION-AND C. TOLEANCE. WITH AN INVIT OF ST YOL S DC THE RESULATOR CHIPTE WAS SO YOL'S DC. THE ESPECISO OUT IS SEVENTY. THE WEST TAND TRANSCHICK TOLEANCE. WITH AN INVIT OF ST YOL'S DC THE RESULATOR CHIPTE WAS SO YOL'S DC. THE ESPECISO OUT IS SEVENTY. THE SET YOL'S DC. THE WEST TAND TRANSCHICK THE FAILED PART WAS NEWER RECEIVED BY 6D/C ANY DISCOVERY WAS SO YOL'S DC. THE ESPECISO OUT THE WEST TO THE THE SECOND THE STAND THAN SO THAT THE MAKE TO THE SECOND THAN SO TH	BUG-BYBTEH	TEST/REPORT HUNGER FAILED COMPONENT HAME	DIF DATA SOURCE PART MUNDER	VEHICLE DATE DIF	SITE TIME DIF	# 5 F	VENDOR NAME	
PARECTIVE ACTION-MONE. FAILURE MAS NOT CONTINUED. FINALIALISM CT-38-64-034-C FINALIALISM CT-38-64-034-C FINALIALISM COLOURS CT-38-64-034-C FINALIALISM COLOURS CTOLERANCE, WITH AN INPUT OF ST VOLTS DC THE REGULATOR CUTFUT MAS 38 VOLTS DC. THE EXPECTED OUTP 18 EG VOLTS DC. FRANCISC COLOURS COLOURS COLOURS COLOURS COLOURS COLOURS CHANGES CHECKOUT, TRANSHITTER HAD NO OUTPUT. PAILURE WAS COMPOSITED. THE STADE STADE SECOND COMMETCED BY COLOURS CHANGES CHANGES COLOURS CONTINUE WAS COLOURS COLOURS CHANGES COLOURS COLOURS COLOURS COLOURS CHANGES COLOURS COLOURS COLOURS COLOURS COLOURS COLOURS COLOURS CHANGES COLOURS COLOURS CHANGES COLOURS COLOURS COLOURS COLOURS CHANGES COLOURS COLOURS COLOURS CHANGES COLOURS COLOURS COLOURS CHANGES COLOURS COLOURS COLOURS CHANGES COLOURS COLOURS CHANGES COLOURS COLOURS CHANGES CHANGES COLOURS COLOURS CHANGES COLOURS CHANGES COLOURS COLOURS CHANGES COLOURS CHANGES COLOURS COLOURS CHANGES CHANGES COLOURS CHANGES CHANGES CHANGES COLOURS CHANGES CHANGES CHANGES COLOURS CHANGES C	TEAD OF THE SPECIFIED 1.77 ION ON THE REST OF THE PACI	VOLTS RES. THE AMPLIFIER AND A RESEASE. FAILURE WAS NOT CONFIRMED.	PLACEMENT COULD NOT	BE ADJUST	ED. TEMO	2 2	PLACE BUSPIC	·
THURK HOLE-DATE OF TOLERANCE, WITH AN INPUT OF BY VOLTB DC THE REGULATOR CUTFUT WAS SE VOLTS DC. THE EXPECTED CUTFUL ACTION-HOME. THE FAILED PART WAS MECKIVED BY 6D/C SAN DIEGO FOR FAILURE ANALYSIS. SERECTIVE ACTION-HOME. THE FAILED PART WAS MEVER RECKIVED BY 6D/C SAN DIEGO FOR FAILURE ANALYSIS. THURK HOLE-FAIL TO OPERATE. THE FAILED PART WAS MEVER RECKIVED BY 6D/C SAN DIEGO FOR FAILURE ANALYSIS. STRUCKTY SEL AND TRANSDUC CONNECTOR THE SEN YOLTS OF SAN SEL TO OPERATE AT PRESCRIBED THE. DURING SYSTEM CHECKOUT, TRANSMITTER HAD NO OUTFUT. FAILURE WAS CONNECTOR 39 WITH LOOSE FIM. STRUCKTY RELIAMONE CONNECTOR 39 WITH LOOSE FIM. STRUCKTY RELIAMONE STANDARD TO ALBER OF SALSO COURRED ON THE TELEMETRY CHANNELS HOMITORING SETTION HAD LATION HAD ALTION-HOME SALS TO 444.3 SECONDS. A SHALLA COCURANCE WAS OBSERVED ON FOLCE AS TO 500 PARTICION AND SALS TO 500 PARTICION AND	CORRECTIVE ACTION-HONE, F.	ALURE WAS NOT CONFIRMED.			• : :			
IS SOUTH OF TOLENAME. WITH AN INPUT OF BY YOU'S DC THE REGULATOR OUTFUT WAS SO YOU'S DC. THE EXPECTED OUTPINE SOUTH OF STAILURE MALVAIS. SARECTIVE ACTION-MOME. THE FALLED PART WAS NEVER RECEIVED BY 6D/C SAN DIGGO FOR FAILURE ANALVAIS. SARECTIVE ACTION-MOME. THE FALLED PART WAS NEVER RECEIVED BY 6D/C SAN DIGGO FOR FAILURE ANALVAIS. STAURTHY SET AND TRANSDUC CONNECTOR A 190-28-235F THANKENISTICH-A/B SHEED FART SET AND TRANSDUC CONNECTOR A 190-28-235F THANKENISTICH-A/B STAIL TO OPERATE AT PRESCRIBED TIME, DURING SYSTEM CHECKOUT, TRANSHITTER HAD NO OUTPUT. FAILURE WAS CONTACTIVE ACTION-DESIGN GROUP AND SET TO RAR ASD-28-4840 OM 21 1AV 1896. ANYONT-15 TRANSHITTER HAD NO OUTPUT. FAILURE WAS DUE TO CONNECTOR AS MITH CONNECTOR AS MITH CONTACTION-A SHEED FROM THE TELEMETRY CHANNELS MONITORING SETTISM INSULATION HAND AND STAILS ASSTORABLE CONHANG FROM 186 SANTEN THE SANTEN CHANNELS MONITORING SETTISM INSULATION HAND AND STAILS ASSTORABLE CONHANG FROM 186 SANTEN TEST RACK. STEAD SETTISM INSULATE ASSENCE SIGNALS. TELEMETRY TEST RACK. STEAD SETTISM INSULATED INSULATE SIGNALS. TELEMETRY TEST RACK. STEAD SETTISM INSULATED INSULATED INSULANCE ASSOCIATION INDICATED INPROFER DIS TEST. STEAD SETTISM INSULATED INSULATED HAND THE SANTEY TEST RACK. STEAD SETTISM INSULATED HAND ASSOCIATE SIGNALS. TELEMETRY TEST RACK. STEAD SETTISM INSULANCE DISCRETE SIGNALS. TO HAND WE SANTENCE. STEAD SETTISM INSULANCE DISCRETE SIGNALS. TO HAND WE SETTISM. STEAD SETTISM INSULANCE DISCRETE SIGNALS. TO HAND WE SETTISM. STEAD SETTISM INSULANCE DISCRETE SIGNALS. TO HAND WE SETTISM. STEAD SETTISM INSULANCE DISCRETE SIGNALS. TO HAND WE SETTISM. STEAD SETTISM INSULANCE DISCRETE SIGNALS. TO HAND WE SETTISM.	FRUMENTATION-A/B CHETRY AET AND TRANBOUC	CT-88-E4-G34-C RB YOLT REGULATOR	FAR 87-01353-1		= 1	# Q	END I X	***************************************
PRECTIVE ACTION-ADEL, THE FALLED PART MAS NEVER RECEIVED BY 6D/C SAN DIEGO FOR FALLME ANALYSIS. RAUGENTATION-A/B A-90-E4-23F RAUGENTATION-A/B A-90-E4-23F RETAY SET AND TRANSDUC CONNECTOR RETAYSELS SEDSO BY 11236 111URE WOOE-FAIL TO GPERATE AT PRESCRIBED TIME, DURING SYSTEM CHECKOUT, TRANSHITTER HAD NO OUTPUT, FAILURE WAS CONTINUED. DUE TO CONNECTOR 33 MITH LOOSE FIN. THE CONNECTOR ACTION-DESIGN GROUP ANSWER TO RAR ASD-E4-640 ON 81 MAY 1662, AN/DKT-15 TRANSHITTER HAD NO OUTPUT, FAILURE WAS CONTINUED. DUE TO CONNECTOR 33 MITH LOOSE FIN. TRANSHITTER, AARS-DOASH TANSHITTER, AARS-DOASH TAN TRANSDUC TIM CANISTER THE TEAM TANSHITTER, THE TANSHITTER, AARS-DOASH TO SHAND FOR BLIPD CCCURRED ON THE TELEMETRY CHANNELS WONITORING METISON HANDLATION HANDLATION HAND AND FAIRTHE THE TANSHITTER HAS GREENE BOTTLES CONIAND FROM THE GANTRY TEST RACK. STEM EFFECT-LUBROPER DISCRETE SIGNALS, TELEMETRY CHANNELS WONITORING THE TEST. HICLE EFFECT-LUBROPER DISCRETE SIGNALS, TELEMETRY CHANNELS WONITORING THE TOTAL TOT	8	ANCE, WITH AN IMPUT OF RY VOLTS DC	THE REGULATOR OUTP	# W # W # # # # # # # # # # # # # # # #	VOLT& DC	Ĭ.	EXPECTED OUTP	
ALLURE MODE-FAIL TO CPERATE AT PRESCRIBED TIME, DURING SYSTEM CHECKOUT, TRANSMITTER HAD NO OUTPUT. FAILURE WAS COMPED. DUE TO CONNECTURE ASSURED TO CONNECTURE ASSURED THE CONNECTURE ASSURED TO CONNECTURE ASSURED TO CONNECTURE ASSURED TO CONNECTURE ASSURED TO CONTRACT TO RANSMITTER HAS BEEN REPLACED BY CARTION-A/B AASS-00445/P8-4CO-04-F1 COMPOSITE-J FACT 1040 ERRING ERRING TO CONTRACT TO	CORRECTIVE ACTION-NOME, TI INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC (ERS.	HE FAILED PART WAS NEVER RECEIVED A-90-E4-852F CONNECTOR	FAR 27-18242-5	28 FAILURE 1100 520320	ANALYBI	5.	MITED ELECTRO DYNAMICS	
ORRECTIVE ACTION-DESIGN GROUP ANSWER TO RAR ASD-24-640 ON 21 SIAY ASSE. AN/DRT-15 TRANSMITTER MAS BEEN REPLACED BY FORT-17 TRANSMITTER. FRUMENTATION-A/B AA62-D045/PE-4CO-04-F1 COMPOSITE-2 FACT 1040 ETR-38A NO SHETRY SET AND TRANSDUCTLM CAMISTER SHETRY SET AND FAIRING TARUSTER BOTTLES COMMAND FROM 204.3 TO 404.5 BECOMDS. A SIMILAR OCCURRANCE WAS OBSERVED ON F6-4C SHETRY SET AA62-D040). THIS WAS CAUSED BY FEEDBACK FROM THE GANTRY TEST RACK. SHEELY-IMPOPER DISCRETE SIGNALS. TELEMETRY CHANNELS MONITORING TWO COMMAND FUNCTIONS INDICATED IMPROFER DISCREDE DURING THE TEST. SHALLE EFFECT-MOME.	FAILURE MODE-FAIL TO CPERI FIRMED. DUE TO CONNECTUR AS	ATE AT PRESCRIBED TIME, DURING STB 3 with Loose fim.	TEM CHECKOUT, TRANSI	41TER MAD	MO 0017		ILURE WAS COM	
TRUMENTATION-A/B AA62-0045F4 COMPOSITE-3 FACT 1040 ETR-36A NO CHETRY SET AND TRANSDUC TLM CAMISTER CHETRY SET AND TRANSDUC TLM CAMISTER LILURE MODE-ERRATIC OPERATION. A BURST OF BLIFD OCCURRD ON THE TELEMETRY CHANNELS MONITORING JETTISON INSULATION AND FAIRING TARUSTER BOTTLES COMMAND FROM 204.3 TO 404.5 BECOMDS. A SIMILAR OCCURRANCE WAS OBSERVED ON F0-4C SIEM EFFECT-IMPROPER DISCRETE SIGNALS. TELEMETRY CHANNELS MONITORING TWO COMMAND FUNCTIONS INDICATED IMPROFER DIS THES DURING THE TEST. CHICLE EFFECT-MOME.	CORRECTIVE ACTION-DESIGN I AN/OKT-17 TRANSMITTER.	eroup answer to har abb-24-440 cm	es hat abee. Anjort	. 15 TRANSM	ITTER MA	1326	REPLACED BY	
FAILURE MODE-ERRATIC OPERATION, A BURBST OF BLIFFG OCCURRED ON THE TELEMETRY CHANNELS MONITORING JETTISON INSULATION COMMAND AND FAIRING THRUSTER BOTTLES CONHAND FROM 884.3 TO 484.5 SECONDS. A SIMILAR OCCURRANCE WAS OBSERVED ON F8-4C 0-01-F5 (REF AAR-BOAD). THIS WAS CAUSED BY FEEDBACK FROM THE GANTRY TEST RACK. SYSTEM EFFECT-IMPROPER DISCRETE SIGNALS. TELEMETRY CHANNELS MONITORING TWO COMMAND FUNCTIONS INDICATED IMPROPER DISCRETE SPALLS. VEHICLE EFFECT-MONE. CORRECTIVE ACTION-HONE. PROBLEM WILL NOT OCCUR WITH UMSILICAL EJECTED.	FRUMENTATION-A/B CHETRY BET AND TRANSDUC	AAGS-DO45/P6-4CO-D4-F1 FLM CAMINTER	COMPOSITE-J FACT	<u> </u>	ETR-36A 894.3	2 2		29860
STSTEM EFFECT-IMPROFER DISCRETE SIGNALS, TELEMETRY CHANNELS MONITORING TWO COMMANG FUNCTIONS INDICATED IMPROFER DISCRETES DURING THE TEST. VEHICLE EFFECT-WOME. CORRECTIVE ACTION-HOME, PROBLEM WILL NOT OCCUR WITH UMBILICAL EJECTED.	FAILURE MODE-ERRATIC OPERI CCHMAND AND FAIRING TARUGIE O-DI-FI (REF AASE-BOAD), THI	ATION. A BURBT OF BLIPS OCCURRED OF ER BOTTLES COMMAND FROM 284.3 TO 4. IN WAS CAUSED BY PEEDBACK FROM THE	N THE TELEMETRY CHAI P4.5 BECOMDS. A BLM GANTRY TEST RACK.	HELB MONE	TORING JI	1 0836	N INSULATION RVED ON F6-4G	
VEHICLE EPPECT-WOME. CORRECTIVE ACTION-WOME, PROBLEM WILL NOT OCCUR WITH UMBILICAL EJECTED.	SYSTEM EFFECT-IMPROPER DISCRETES DURING THE TEST.	SCRETE BIGNALS, TELENETRY CHANNELS	MONITORING TWO COM	IAND FUNCT	ON1 91101	ICATEG	INPROFER DIS	
CORRECTIVE ACTION-HONE, PROBLEM WILL NOT OCCUR WITH UNBILICAL EJECTED.	VEHICLE EPFECT-NOME.							· n.
	CORRECTIVE ACTION-HONE, PR	ROBLEM WILL NOT OCCUR WITH UMBILIC	IL EJECTED.					
	hardesseelikus paragen Malaya estanda kalendesseelikus kalenda kalenda siin kalenda siin kalenda siin kalenda s	ARAM BANKSANAN TIRAK KRITIKARAN KRISIN KRISIN KRISI ANG BANKARIN GERUPAKA BANKARINGAN PANTAKAN		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			PASE 0433	77

CORRECTIVE ACTION-NO CORRECTIVE ACTION IS REBUIRED OF THE DESL." DEFICIENCY OF THE DEMODULATOR CIRCUITS SINCE THE Y ENDOR HAS BEGUN INITIATING THE CHANGE, MONEVER, THE REVERSED AND BROKEN WINES AS A RESULT OF POOR WORKMANSHIP NECESS ITATED RECOMMENDATION OF IMPROVED VENDOR SUALITY CONTROL PROCEDURES.

SENERAL DYNAMICS CONVAIR DIVISION

18 2UN 1888

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

VENDOR NAME SENDOR PART NO		L DATA. THE	AW-ROLL DAT		•	PR OF INPUT IONS REGULA FOUND TO B OMEYER, COU		BERRY	CLEMETRY PASSICTOR PINS EING DAMAGE FERRS INDI
BITE PRI	SEAKTR TES	TION IN THE B1 VAW/ROL	CILLATION IN THE B1 Y		101 SAN DIEG YES) AS FAILED WHEN A GRAI EMPPOINTS, SPECIFICATI , CAUSE OF FAILURE, HAD E CAPACITOR FAILURE, H		IDG ETR YES MAYBERRY NO	MBLESHOOTING OF THE TI TE WIRES FROM THE CONNE FEGATIVE INPUT LEAD, BE LEO BROKEN, BOTH AMPLI
DEF DATA SOURCE VEHICLE PART NUMBER DATE DE	COMPOSITE-J FACT 104D	B PER CRNT IBM OSCILLAT	CATED A R PERCENT IBM OS		7 AR 24-183388-4	TAL RECTIFIER IDENTIFIED LINE DRAWN BETWEEN THE 19ETWEEN THE END POINTS, 17LUM TYPE, CAUSE OF THE		FAR 62050-1	IFIERS FALLED DURING TRO ANCE. THE BROWN AND WHIT TO THE BROWN WIRE: THE W HE WIRE INSULATION WAS A
TEST/REPORT NUMBER FAILED COMPONENT NAME	AA82-0011/P6-4CO-02-F1	FAILURE MODE-OUT OF TCLERANCE, TELEMETERED DATA INDICATED A B PER CENT IBM OBCILLATION IN THE B1 YAM/ROLL DATA, THI B was also observed on test pe-aco-d1-F1 (REF. AA&R-dd4d),	BYBTEN EFFECT-INFROPER ANALOG BIGNALS TELEMETERED DATA INDICATED A B PERCENT IBM OSCILLATION IN THE B1 YAW-ROLL DAT A. Thib also occupred on test pg-4co-d1-F1 (REF, Ass-0043).		A-AO-E4-E40F AMPLIFIER CAPACITOR	FAILURE MODE-OUT OF TOLERANCE, ISOLATION AMPLIFIER AND CRYSTAL RECTIFIER IDENTIFIED AS FAILED WHEN A GRAPH OF INPUT VOLTAGE WAS DUTFUT VOLTAGE WAS DUTFUT VOLTAGE WAS DUTFUT VOLTAGE WAS COUT OF THE STANDARD BETWEEN THE END POINTS, CAUSE OF FAILURE WAS FOUND TO BE A FAULTY CAPACITOR CE, A 100 MICROFARAD, IS VDC POROUS TANTALUM TYPE, CAUSE OF THE CAPACITOR FAILURE, HOWEVER, COULD NOT BE DETERMINED.		APPLIFIER DEMCHULATOR	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE. THO DC ANDLIFIERS FAILED DURING TROUBLESHOOTING OF THE TELEMETRY PA CRACE. ONE AMPLIFIER OUTPUT COULD NOT BE AUJUSTED INTO TOLERANCE. THE BROWN AND WHITE WIRES FROM THE CONNECTOR PINS 5 AND 8 WERE REVERSED. INFERMITTENT CONTINUITY COCURRED DUE TO THE BROWN MIRE. THE NEGATIVE INFUT LEAD. BEING DARAGE D BETWEEN ONE OF THE MOUNTING STUDS AND THE CIRCUIT BOARD. THE INSULATION WAS ALSO BROKEN. BOTH AMPLIFIERS INDI
STATEM BUS-STATEM	IMSTRUMENTATION-A/B AAGE-OUGIFFG TELEMETAT SET AND TRANSDUC TEM CAMESTER ERS	FALLURE MODE-OUT OF TOLE!	SYSTEM EFFECT-IMPROPER AL	VEHICLE EFFECT-NOME. CORRECTIVE ACTION-UNKNOW).	INSTRUMENTATION-A/B A-A0-E4-E40F TELEMETRY SET AND TRANSOUC AMPLIFIER CAPACITOR ERS	FAILURE MODE-OUT OF TOLER VOLTACE VERSUS OUTPUT VOLE THE GRAPH TO BE MITHIN GE A FAULTY CAPACITOR CE, A LD MOT SE DETERMINED.	CORRECTIVE ACTION-MONE.	INSTRUMENTATION-A/B BP-88-24-249-F TELEMETRY BET AND TRANSDUC AMPLIFIER DEMOJULATOR Erb	FAILURE WOOE-OUT OF SPECIFICATION OR TOLERANCE. THO DC AMPLIFIERS FAILED DURING TROUBLESHOOTING OF THE TELEMETRY PACALLE. ONE AMPLIFIER OUTPUT COULD NOT BE ADJUSTED INTO TOLERANCE. THE BROWN AND WHITE WIRES FROM THE CONNECTOR PINS S AND & WERE REVERSED. INTERMITTENT CONTHULITY GCCURRED DUE TO THE BROWN WIRE, THE NEGATIVE INPUT LEAD, BEING DAMAGED D BETWEEN ONE OF THE MOUNTING STUDS AND THE CIRCUIT BOARD. THE WIRE INSULATION WAS ALSO BROKEN, BOTH AMPLIFIERS INDI

.

PAGE 0435

BENERAL DYNAMICA CONVAIR DIVISION DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORNE

A ROS

15 JUN 1966

	* C			***************************************		_	***************************************					
PRI VENDOR NAME OTH VENDOR PART NO	VER BENDIX-PACIFIC NO UNKNOWN	OBCILLATOR WAS ADJ VI (STIS) DUE TO A CONTROL TUBE, MHEN TO RETURN THE TANK	B BEMBITIVE TO THE	YES SENDIK	TO LIFE EMPRETANCY.	`	VES NO	IC DETAILS SIVEN).			YES REED AND REESE NO 1096483-48	'AILUME CAUSED BY E
SITE TIME DIF	E.	WHEN THE TROL. TUBE WITH THE REBISTORS	RCUIT LEB	ETA	ACEEDED 1		13	(NO BPECII			E N	MITTENT. I
VEHICLE DATE DIF	4 2 2 2	NOH-LINEAR OF THE COM IN BERIES B AND RIS	AKE THE CI	420224	HICH HAD E	LIFE.	40E 620£13	1 FAILED.			40K 680813	YA INTER
DIF DATA BOURCE PART NUMBER	FAR R7-01884-081	REGUENCY TRACE MAS- OF CHARACTERISTICS INK CIRCUIT WHICH IS THE VALUES OF THE R	CHANGE THAT WOULD H	有人 1000年 10	TY MODULATOR TUBE W	TE BEYOND THE DEBIGN	COUNTDOMN 21-18571-677	13 OF YELENETRY NO.	•		748	TATION, HOTOR OFFI.
TEST/REPORT NUMBER FAILED COMPONENT NAME	SF-58-24-249-F C OSCILLATOR ELECTRONIC TUBE	FAILURE MODE-ERRATIC OPERATION, OSCILLATOR OUTPUT CENTER PRESUENCY TRACE MAS MOM-LIMEAR MMEN THE OSCILLATOR WAS ADJ BYED MITHIN BAND LIMITS, FAILURE MAS CAUSED BY THE CHARRE OF CHARACTERISTICS OF THE CONTROL TUBE VI (SYIS) DUE TO A 1M6. THIS CAUSED A SHIFT IN THE NORMAL PRESUENCY OF THE TANK CIRCUIT WHICH IS IN SERIES MITH THE CONTROL TUBE. MHEN THE TUSE CHARACTERISTICS CHANGE IT IS NECESSARY TO CHANGE THE VALUES OF THE RS AND RIS RESISTORS TO RETURN THE TANK CIRCUIT TO THE DESINED CENTER FRESUENCY LINEARITY.	OM-RECOMMENDED INITIATING A CIRCUIT DESIGN CHANGE THAT WOULD MAKE THE CIRCUIT LESS SENSITIVE TO THE Racteristics.	CT-98-Z4-025-F C 70 KC CACILLATOR TUBE	LIFT, OSCILLATOR PRESURINCY DRIFT BUE TO FAULTY MODULATOR TUBE WHICH HAD EXCEEDED ITS LIFE EXPECTANCY.	ON-REFURSISH OSCILLATOR IF EXPECTED TO SERVE BEYOND THE DESIGN LIFE.	AA62-0030/P3-901-00-40 : Commutater	IL DURIMG OPERATIOM, COMMUTATOR ON CHANNEL 13 OF TELENETRY NO.1 FAILED. (NO BPECIFIC DETAILS SIVEN).	RRATIC OPERATION. NO COMMUTATION ON CHAMMEL 18. NOME.	ON-CANISTER WAS REMOVED AND REPLACED.	A-98-24-248-F COMMUTATOR-BRUSHES	FAILURE MODE-STRUCTURAL, CHANNEL 19 DID MOT IMDICATE COMMUTATION, MOTOR OPER, " "X INTERMITTENT, FAILURE CAUSED BY Keessive brugh wear which resulted in Carbon deposits between the comfacts of the speed control.
8781EN 848-875M	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	FAILURE MODE-ERRATIC OPE USTED MITHIN BAND LINITS. 61%. THIS CAUSED A SHIFT THE TUBE CHARACTERISTICS CIRCUIT TO THE DESINED	CORRECTIVE ACTION-RECOMMENDE CONTROL TUBE CHARACTERISTICS.	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	FAILURE MODE-DRIFT, OSCI	CARECTIVE ACTION-REFURB	INSTRUMENTATION-A/B FELEMETRY BET AND TRANBOUC ERB		STATEM EFFECT-ERRATIC OF VEHICLE EFFECT-MOME.	CORRECTIVE ACTION-CANIBI	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAILURE MODE-STRUCTURAL. KCESSIVE BRUSH MEAR MMICH

		AN ROSELE - MATER MOITAINATHUS - MAINS	RUNENTATION SYSTEM'S	INBORNE		1.	Γ	
L		TERT/REPORT NUMBER	DATA BOURCE	<u>.</u>	11 ME DIF	PEI VENDOR MANE OTH VENDOR PART NO	2	
	X 31.0 . 0 - 0 7 0	FAILED COMPONENT HANK					*****	
1		OWINGS XIVE STORY	MANARA MONTROSE MOTOR, EFFECTIVE DEC 62.		and the second s	energy and the first of the second se		
	CORRECTIVE ACTION-NOTOR BEING REPLACED	BELLE REPLACED MINT BENGE		707	ETA	YES TEXAS INSTRUME	146 605 2M2	_
1 = =	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	A-68-840-F TLM CANISTER, DIODE	**************************************	#1#0# 0		10 N		
ě ž	AILURE MODE-FAIL AD BROKEN DOMM'.	. DURING OPERATION. THE TEMPERATURE BRIDGE CIRCUIT IN ACCESSORY CANISTER HAD LOW OUTPUT. DIODE CR.E. Cause duk to excessive current maich was caused by Burned out section C wiper or Human earor.	E CIRCUIT IN ACCESSO , CAUSED BY BURNED ON	RY CANISTER T BECTION	HAG LON	OUTPUT, BIODE OR HUMAN ERROR.	36 4	
		NO SECTION OF SECTION	RRENT WAS NOT DETERN	MCD.			1	
	CORRECTIVE ACTION-NONE	CORRECTIVE ACTION-NONE SINCE EXACT CAUSE OF ENGESTEE		9:0		XICHIE BEHOLX	10000	=
1	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC	AXIA1-0-4-191/PC-6CO-08-085	COMPOSITE-7 ALIMA 87-18578-817	2020		ş		
	AILURE MODE-ERRI MY WAS EXPECTED.	FAILURE MODE-EMBATIC OPERATION-CHANNEL 13 OF RFE INDICATED A HEBATIVE SATE OF 13 PEM CENT DBN MHEM A BATE OF 50 PER CENT MAS EXPECTED: ALSO CHANNEL 12 INDICATED NOISE OF UP TO 8 PERCENT FBM. ALSO REPAIRED FOLLOKIM6 FC. GCO-03-021 AN D FC-6CO-04-021 COMPOSITE TESTS	KO A MEGATIVE SATE O TO G PERCEN! FBM. AL	F SS PER CI	HOLLOKI	4EN A GATE OF EG	**	
	SYSTEM EFFECT-ERRATIC OFERATION.	FCRATIOM.		***************************************	4 1 7 7 10 10			
	VEMICLE EFFECT-COMPOBIL	ULED-COMPOSITE	RE-RAN TO SHOW BATISFACTORY (ATTRIBUTED AND (FTR 1848).	METER OFFE	,			
	CORRECTIVE ACTION-RF CA	CARIBTER IR/O (FIR 10010)		0211	273	16.6	******	926
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDINC ERS	A-80-23-7 I/C 816HAL COMDITIONER-POWER	778	*0*0**		g.	· 	
	FAILURE WOOE-ERRATIC O	TATLE OFFHATIOM, THE S-VOLT FOMER BUFFLY OUTPUT FLUCTUATED BETOND ALLOWABLE TOLERANCES.	OUTPUT FLUCTUATED 9	ETONO ALLO	ABLE TOL	ERANCES.		
		AND THE COULD NOT BE VERIFIED OR DUFLICATED.	TIES OR SUPERCATES.				T	
	CORRECTIVE ACTION-MONE		- T	356	a x	9		
	INSTRUMENTATION-A/S YELEMETRY SET AND TRANSC ERS	S A-90-24-299-F TRAMBOUC CONVERTER-TRAMBISTOR	*0*-0*0*1*-1*	***		2		
1	FAILURE MODE-OUT OF EL ET MERE MOT OPERATIME.	FAILURE MODE-OUT OF EXPECTED TEST VALUE, GUTFUT INDICATED EMBINE PUMPS WERE OPERATING AT 100 PERCENT WHEN INTER- ET MERE NOT OPERATING, CAUDE OF FAILURE DUE TO 3 FAULTY AC TO DC CONVERTERS WHICH REBULTED FROM TRANSISTOR 63 (SHIBSS) 3 BEITS OVERHEATED, OVERHEATING DUE TO VOLTAGE REVERSAL OM SOVDE INFUT LINE CAUGED BY HUMAN ERROR.	TED EMBINE PUMPS WERE OPERATING AT 100 PERCH AC TO DE CONVERTERS WHICH RESULTED FROM TR. OM BRYDE INFUT LINE CAUSED BY HUMAN ERROR.	COPERATING WAICH SERVICE OF CAUPED BY	LIED FRO HUMAN ER	PERCENT WHEN AND A TRANSISTOR 65 NOR.		
						4	PA6C 0436	

PA6E 0436

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

**** *** ***

		0.00					***		
VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART MO		YES BENGIK NO	A AS TO MATURE O			4	YES BENDIN	- L	5/00
BITE PRI			FIC DATE	. *1	VES NO		, S	MORKWA	38
= #	·	CTR-11	PACKA WALID		=	Ė	E 13	ON A COM A	2.2
VEHICLE DATE DIV	ONNEC 110H	77 \$20202	NING. SNO UN OF THE MEL MAB 1		74 62020g	COMMUTAT	#0#0# 0	TO EUBST	**10#
DIF DATA SOURCE PART NUMBER	AKING ELECTRICAL C	COMPOSITE-B PACT E7-1E3G1-3	L 7 WAS HALFUNCTIO DURING MODIFICATE: EMENT ON THIS CHAIN	#RECTED.	COMPOSITE-8 FACT	TO HIBALICHMENT OF MAB INVALIO.	FAR 87-01358-041	FAILURE ATTRIBUTED	FAR 87-11684-8
TEST/REPORT NUMBER FAILEU COMPONENT NAME	CORRECTIVE ACTION-PERBONNEL ADVIBED TO USE HOME CANE WHEN MAKING ELECTRICAL CONNECTIONS.	AA-82-0074/71-8CO-01-07 : TLM CANIBTER-WIRING	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE. RF 1 CHANNEL F WAS NALFUNCTIONING. INO SPECIFIC DATA AS TO NATURE O F PROSLEM: CAUSE OF PROPLEM MAS TRACED TO WIRING ERROR MADE DURING MODIFICATION OF THE FACRASE. STATEM EFFECT-INPROPER ANALOG SIGNALS. DATA FROM THE MEASUREMENT ON THIS CHANNEL WAS INVALID.	VEHICLE EFFECT-COMPOSITE DELAYED. CORRECTIVE ACTION-RFI REMOYED AND REPLACED, WIRING ERROR CORRECTED.	AAEE-0U74/P1-6CO-01-07 : COMMUTATOR	FAILURE MODE-OUT OF TOLERANCE, BIAB ON CHANNEL 11 DATA DUE TO MIBALIGNMENT OF COMMUTATOR. BYBIEM EFFECT-INFROMER ANALOG BIGNALB, DATA FROM CHANNEL 11 WAB INVALID. VEHICLE EFFECT-COMPOBITE DELAYED. CORRECTIVE ACTION-RF PACKAGE WAB REMOVED AND REPLACED. PACKAGE WAS REPAIRED.	CT-98-24-018-P 40 KC OSCILLATOR-WIRINS	FAILURE MODE-ELECTRICAL OFEN, BROKEN MIRE AT REBIBTOR RIB. FAILURE ATTRIBUTED TO SUBSTANDARD WORKMANBHIF. Corrective action-rar a-88-24-837 recommending vendor motification of poor workmanbhif.	CT-08-24-034-F TRANSOUCER POWER SUPPLY
京記とのとは一番ごの	COMBECTIVE ACTION-PERBON	ERS THE TRY SET AND TRANSDUC TEN CANISTER-VERING	FAILURE MODE-OUT OF SPEC F PROBLEM: CAUSE OF PROBI STATEM EFFECT-IMPROPER AL	VEHICLE EFFECT-COMPOSITE DELAYED. CORRECTIVE ACTION-RF1 REMOVED AND	INSTRUMENTATION-A/S AAGE-0075/ Telemetry set and transduc commutator ers	FAILURE MODE-OUT OF TOLERANCE, BI BYATEM EFFECT-IMPROPER ANALOG SIG VENICLE EFFECT-COMPOSITE DELAYED. CORRECTIVE ACTION-RF PACKAGE MAR	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC 40 KC OSCILLATON-WIRINS ERS	FAILURE MODE-ELECTRICAL (INSTRUMENTATION-A/S TELEMETRY SET AND TRANSDUC TRANSDUCER POWER SUPPLY

FAILURE MODE-OUT OF TOLERANCS. OUTPUT EXCEZEE ALLOWABLE MOISE LEVEL (148 MY MOISE VERBUB 48 MY ALLOWED).

	DIVIBION
3 2 2 4 5 4 5	CONVAIR

	DIFFICULTIES REVIEW-INSTRUMENTATION STRIM"AIRBORMS	UNENTATION SYSTEM"A	IRBORNE				
BUTHTEN BUB-INTER	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	TIME DIF	1 E	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-FAILURE HENTS, PERSUMHEL MERE ADVI	CORRECTIVE ACTION-FAILURE WAS NOT CONFIRMED. THE REPORTED FAILURE WAS DUE TO HUMAN ERROR BY USE OF THE WRONG INSTRUMENTS. PERS-WHEL WERE ADVISED TO USE TRUE RHS WETER FOR MAKING THE MEASUREMENT.	AILUNE WAB DUE TO H NG THE MEABUREHENT.	UMAH KRROR	760 Y	ž b	IE WRONG INSTRU	***
INSTRUMENTATION-A/B TELEMETRY BET AND FRANSOUC	ACCE-GG78/83-4G1-GG-134 TELEMETRY PLUS SYDC KDUCER FOMER S UPPLY	FLIGHT	1320	ETR-13 133	e e		• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-FAIL DURING OPERA' SHORTING THE VERNIER YAW ENGIN AB HOT WRAIPED FOR THIS FLISHT.	TION, THE S-VOLT TRANSDUCER E POSITION TRANSDUCERS DUE	POWER BUPPLY FAILED AT TO AERODYKAMIC MEATING.	AT 135.37 6. VERNIER	ENCOND 3.	TRANS	129.17 SECONDS. BELIEVED CAUSED BY VERNIER ENGINE TRANSOUCER WIRING M	
SYSTEM EFFECT-OFERATION S	STATEM EFFECT-OFERATION STOPS PREMATURELY, 34 OF THE 51 INSTRUMENTED MEASUREMENTS WERE LOST AT THAT TIME.	TRUMENTED MEASURENS	NTS WERE L	08T AT	FHAT 1	1#6.	
VEHICLE EFFECT-MONE.							,
TRUMENTATION-A/B	A-98-E4-233-F VOLTACE REGULATOR-TRANSISTOR	FAR	420119	AMA	YES NO	YES BEHOLK NO 1031830	******
ERS. FAILURE MODE-SHORT (ELECT) NSISTOR GA (ENSAS). TRANSI	SELECT). OUTPUT VOLTAGE BANK AS IMPUT INSTEAD OF SPECIFIED 20 VOC. FAILURE CAUSED BY SHORTED TRA TRANSISTOR FAILURE PROBABLY DUE TO OVERLOAD OR SPORT OF OUTPUT YOLTAGE.	STEAD OF SPECIFIED OAD OR SHORT OF OUT	ZO VOC. FA PUT YOUTAG	JLUME CJ	0360	BY SHORTED TRA	
CORRECTIVE ACTION-WOME, Th	THIS SECONDARY PAILURE DUE TO OVERLOAD OR HUMAN ERROR.	OAD OR HUMAN ENTOR.				÷	
INSTRUMENTATION-A(#) FELEMETRY BET AND TRANSDUC (ERB	A-98-24-234-F OSCILLATOR/VIBING	TAR	611030	AME	# Q	YES SENDIX NO 1088083-14-AA	4
FAILURE MODE-OPEN (ELECTIC RIMG POTTING.	(ELECTICAL). MO OUTPUT, FAILURE CAUSED BY SROKEN LEAD FROM RESISTOR RIS TO GROUND. LEAD SROKEN DU	BROKEN LEAD FROM R	ESISTOR RI	0 TO 680	9	LEAD BROKEH DU	
CORRECTIVE ACTION-VENDOR P	CORRECTIVE ACTION-VENDOR PURSONNEL ADVISED TO PRY PARTICULAR ATTENTION TO SOLDERED JOINTS AND MIRES.	R ATTENTION TO BOLD	ERED JOINT	D ON A	. uce	2	
HASTRUMENTATION-A/B ZLEMETRY BET AND TRANSDUC C IRB	16-08-24-209-7 CRY016, RECTIFIER	7.48 84-18408-1			2 2		
FAILURE MODE-OUT OF TOLERA	OF TOLERANCE, MITH SIEVADO CYCLE IMPUT APPLIED, MO OUTPUT VOLTAGE WAS MEASURED. CAUSE OF FAILURE	LIED, NO CUTFUT VOL	TABE WAS M	CA SUREO.	CAUS	E OF FAILURE D	
	Control the Communication Comm						

	DITTING BELLET STRUCKERT OF THE STRUCKERT OF STRUCKERT STRUCKERT	RUMENTATION SYSTEM"A	INBORNE				,
 8481EN 848-845EN	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME BIF	817E TIME DIF	OTH	VENDOR MANE	
 UE TO RECTIFIER HOT BEING	MOT BEING PROPERLY ADJUSTED PRIOR TO TORGUE PAINTING THE ADJUSTMENT SCREW.	PAINTING THE ADJUST	MENT BCRES				***
CORRECTIVE ACTION-BURLITY CONTROL	CONTROL TAKING MEABURER TO IMPROVE BUALITY CONTROL		ON THIB ITEM.	ż			
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	AESS-DD74/82-401-DD-123 COMMUTATOR MOTOR ASSENSET's	FLIGHT	1230 620117	**	# 0 #		
FAILURE MODE-OUT OF SPECIAS 10 RFS. THIS PROSLEM MA	FAILURE MODE-OUT OF SPECIFICATION, AF1 SUSCARRIER 13 COMMUTATOR SPEED VARIED BETWEEN 5.5 AM AS 10 RFS. THIS PROBLEM MAS ATTRIBUTED TO A RANDOM FAILURE OF THE COMMUTATOR MOTOR ASSEMBLY.	13 COMMUTATOR SPEED VARIED BETWEEN 3.5 AND 5G RPS. PLANNED RATE W Failure of the commutator motor assembly.	ETWEEN 5.5	AND 10	į	LANNED RATE W	•
BYBIEM EFFECT-ERRATIC OFE	STRIEM EFFECT-ERRATIC OPERATION. HOMEVER, NO DATA WAS LOST.						
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-NOME.							
INSTRUCTON-A/R TELEMETRY BET AND TRANSDUC ERS	RA-98-84-256-7 Pressure Trambulcer	FAR 7-01788-5	1210	1	40.	BOURNS	91910
 FAILURE MODE-LEAR INTERNA ELECTRICAL RECEPTACLE, CR	FAILURE MODE-LEAR INTERNAL. TRANSOIGER FOUND LEARING DURING LEAR CHECK. FAILUME DUE TO A CRACK IN THE BOLDER AT THE Electrical Receptacle. Cracked Bolder resultid from Mishambling.	DLING,	E DUE TO A	CRACK 11	¥	BOLDER AT THE	
 CORRECTIVE ACTIOM-PERSONN	CORRECTIVE ACTIOM-PERSONNEL ALERYED TO EXERCISE MORE CARE WHEN MANDLING THESE TRANSDUCERS.	MEN NAHOLING THESE	TRAHSOUCER	i			
INSTRUMENTATION-A/# TELEMETRY AET AND TRANSOUC ERB	a-86-24-3114-f Сомитатор-шризнея	FAR	*01029	FACTORY	42.4	8E NO 1 X 1006483-35	0 4 4 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 FAILURE MODE-OUT OF TOLER	OF TOLERANCE, MOTOR SPEED TOO HIGH. CAUSED BY BRUSH WEAR.	BY BRUSH MEAR.					
 CORRECTIVE ACTION-NONE, THE FAILURES ENT TO SUPPORT PUBLICATIONS TO INSURE	WERE NOT COMFIRMED COMPATIBLETY WITH	BY FAILURE ANALYBES. INFORMATION APPLICABLE OPERATICMAL TECHNICAL	NFORMATION TECHNICAL	CONTAIN CRDERS.	ž.	THE FAR MAS &	
INSTRUMENTATION-A/B TELENTRY BET AND TRANSDUC ERS	ZG-A9-84-WHV-F FRESCRE TRANSCURE	7.01780-8	1070	FACTORY	2 2	VES BERVONICS	
 FAILURE MODE-CONTAMINATIO	FAILURE MODE-CONTAMINATIOM. MEABUREMENT HIBF INDICATED VARIATIONS OF SPIKING UP TO 13 PERCENT. CAUSE OF FAILURE DUE	IATIONS OF SPINING U	4 to 18 P	ACKHT. C.	3 2 2 2	FAILURE DUE	

	1	CONVAIR DIVISION	*0:41>				•		
	### WAF #1	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION BYBIEN'A	IRBORNE					
	東子会で長 東山市・本丁会社会	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA BOUNCE PART NUNBER	VEHICLE DATE DIF	617C TIME DIF	OTH	VEHICLE SITE FRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO		
	TO FOREIGH MATTER ON TRAI	TRANSDUCER RESISTANCE WINDING AND IS CONSIDERED A MANUFACTURING DEFECT.	CHBIDERED A MANUFAC	TURING DEF	101				
	CORRECTIVE ACTION-VENDOR	ALERTED TO IMPROVE WORNMANSHIP AND BUALITY CONTROL.	BUALITY CONTROL.						
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	AR141-0-8-161/FC-6CO-DB-D16 COMMUTATOR	COMPOSITE-FACTORY E7-12572-817	16F 820106		2 0	VES BENGIX NO		***************************************
	FAILURE MODE-ERRATIC OPER	RATIC OPERATION-THE COMMUTATOR SPEED FOR CHANNELS 12 AND 13 OF RF NO. 3 VARIED THRU OUT THE TEST.	HHELS 18 AND 18 OF I	RF NO. 8 V	ARIED TH	MC 001	THE TEST.		
	SYSTEM EFFECT-MONE.					٠.			
	VEHICLE EFFECT-COMPOSITE	COMPOSITE RESCHEDULED-RE-RUN OF COMPOSITE NADE.							
	CORRECTIVE ACTION-THE RF	PACKAGE WAS 1870 AND REPAIRED AND REINSTALLED.	REIMBTALLED.						
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A6-09-14-233-F Calibrator	FAR	1210	ANA	4 C	BENDIX PACIFIC 1047387	21.4	76110
	FAILURE MODE-ERRATIC OPER	RATIC CPERATION. CALIBRATOR SHOWED APPROX. SG PERCENT RIPPLE ON OUTPUT.	C PERCENT RIPPLE ON	ourrut.					
	CORRECTIVE ACTION-MONE, F	FAILURE HOT CONFIRMED.							
	INSTRUMENTATION-A/# TELEMETRY BET AND TRANSDUC ERB	AA62-DD17/PZ-4CO-DE-181 YLM CAMIBYER	COMPOSITE-3 FACT	1210 420103	CTR-18	# Q			
	FAILURE MODE-OUT OF TOLER	IT OF TOLERANCE. 100 CFS MOISE WAS OBSERVED ON SYNC FULSES ON ALL COMMUTATED CHANNELD. MAGNITUDE OF MATELY ZD-25 PERCENT ISM. THIS WAS OBSERVED ON TEST PE-4CO-U1-181 ALSO.	H SYNC FULSES ON ALI	L COMMUTAT 21 ALSO.	ED CHANN	E. E.	AGNITUDE (z \	
	BYSIEM EFFECT-INFROPER AN	WPROPER ANALOG SIGNALB. ALL COMMUTATED CALIBRATIOM SYNC PULSES WERE DISTORTED BY NOT-BE.	RATION SYMC PULSES !	WERE DISTO	RTEO BY	MOTE.	,		
i	VEHICLE EFFECT-MOME.								
	CORRECTIVE ACTION-TELEMET E ACCESSORY PACKAGE AND ET	CORRECTIVE ACTION-TELEMETAY CANISTER WAS REMOVED AFTER 1887. FURTHER INVESTISATION REVEALED THE PROSICM TO BE IN TH E accessory package and it was subsequently replaced.	. FURTHER INVESTIGA	TION NEVEA	LEO THE	518084	M TO BE 19	=	
						-		,	

18 10H 1066

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	BUS-STER	SEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUPCE	VEHICLE BITE DATE DIF TIME DIF	817E TIME 01F	# 0 # E	VENDOR MANE	PRI VENDOR NAME OTH VENDOR PART NO	·
	IMBTRUMENTATION-A/B FELENGTRY BET AND TRAMBOUC ERS	ARIAN-D-3-14/FC-6CO-DR-D16	COMPOSITE-FACTORY ET-18871-829	107		3 S	7E8 82HD1K		•
	TAILURE MODE-ERRATIC OPER	IATIC OPERATION-TLM MEABUREMENTS INDICATED BUPER-IMPOSED MODU- OUND TO CONTAIN LONG PIGTAIL: WHICH CAUSED THE INTERFERENCE.	BUPER-IMPOSED WODULA D THE INTERFERENCE.	MODULATIONS DURING THE TEST, PLUS PT IN THE HCE.	74 THE TI	1	7. 87.	# # # # # # # # # # # # # # # # # # #	·
	STATEM EFFECT-ERRATIC OF	RATIC OFERATION-SHORTING PIG-TAIL LEADS CAUSED ERRATIC SIGNAL MODULATION.	AUSED ERRATIC SISKAL	MODULATION					
	VEHICLE EFFECT-COMPOSITE	OMPOBITE RESCHEDULED, RE-RUN OF COMPOBITE REBUIRED.	REGULATO.						
	CORRECTIVE ACTION-ING PIG-TAILS NERE SHORTENED.	-TAILS WERE SHORTENED.							
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	AEBI-1273/LR-401-00-114 BIGNAL COMDITIONER	FLIGHT	11.40 611.828	1-E 142.84	ů g	YES SO CONVAIR		****
	FAILURE MODE-OUT OF EXPEC AINED FOR DUBATION OF FLIG AND REMAINED THERE FOR RES	FAILURE WODE-OUT OF EXPECTED TEST VALUE, SYNC AND 100 PCT CALIBRATION PULSE OF CHAMMEL 15 DROFPED TO 0.25 V AND REI AINED FOR DURATION OF FLIGHT. ALSO UN PCT CALIBRATION PULSE OF CHAMMELS 14 AND 15 DROFPED TO ZERO AT 273,43 SECONDS AND REMAINED THERE FOR REST OF FLIGHT.	SYNC AND 15G PCT CALIBRATION PULBE OF CHAMMEL 13 DROFPED TO 5.25 V AND REN Calibration Pulbe of Chammelb 14 and 18 Droffed to Zero at 273,43 Seconds	CHAMMEL S	S DROFPEE TO ZERO	A 10	0.25 V.	AND REM ECONDS	
	SYSTEM EFFECT-OPERATION TOO UCER POWER SUPPLY WERE LOST.	SYSTEM EFFECT-OPERATION TOO LOW, MEABUREMENTS DERIVING TRANSCUCER EXCITATION VOLTABLE FROM CHANNEL SA AND AS TRANSC CER POMER SUPPLY MERC LOST.	ANSOUCER EXCETATEON 1	OLTAGES FR	ом силим	1	AND 15	TRANSD	
	VEHICLE EFFECT-NOME, VEHI	VEHICLE EFFECT-MOME, VEHICLE AND MISSION UNAFFECTED BY LOSS OF DATA.	SS OF DATA.						
	CORRECTIVE ACTION-UNKNOWN.								
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC EAS	AE61-1282F1-601-00-06 Transmitter of Mo.1	FLIGHT	6.1220	11	824 824			001443
	FAILURE WODE-FAIL DURING AS APPARENT LOSS OF SIGNAL	L DURING OPERATION. TELEMETRY GROUND STATIONS INDICATED A DROP IN RECEIVED SIGNAL STRENGTH AS MELL, OF SIGNAL MODULATION, PROBABLY DUE TO SHIFT OF CARRIER PRESURNCY.	IONS INDICATED A DROP FT OF CARRIER FREGUEN	IN RECEIV	ED BIGHAS	£ .	CNGTH A:	א הענור	
	STRICK EFFECT-OFERATION S	STRIEM EFFECT-OFERATION BIOPS PREMATURELY, DATA TELEMETERED VIA RF 1 MAS LOST AFTER RED SECONDS.	ED VIA RF 1 MAS LOST	AFTER 840	BECOMD 8.				
•	VEHICLE EFFECT-MONE.								
	COMRECTIVE ACTION-UNAMONN.								
	INSTRUCENTATION-A/B TELEMETAT BET AND TRANSOUC ERB	4-48-24-232-F PONER CHANGEOVER BULTCH/WOTOR	7.01722-3	*****	FACTORY	2 2	KINCTICS 14172-4		
	FAILURE MODE-OFEN (ELECT)	FAILURE MODE-OFEN (ELECT), BMITCH FAILED TO OPERATE. FAILURE CAUSED BY OPEN ARMATURE OF THE MOTOR. ARMATURE FAILURE	UME CAUBED BY OPEN AN	MATURE OF	THE MOTOR	-	ATURE	IE FAILUNE	

SENCRAL D'MANICE CONVAIR DIVISION

**** ****	DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORME	HENTATION SYSTEM'A!	REGRAE		[
# # # # # # # # # # # # # # # # # # #	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOUNCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	۰۱
ATTRIBUTED TO INCORRECT A					**************************************
CORRECTIVE ACTION-PERSONNEL CAUTIONED TO		USE EXTRA CARE WHEN CHECKING THESE SWITCHES AND WHEN APPLYING POWER.	TCHES AND WHEN AP	PLYING POVER.	1
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-AB-E4-E31-F POMER CHANGEOVER BMITCH/MOTOR	7A2 87-51856-9	SIEEE PACTORY	NO KINETICS	
FAILURE MODE-OWEN (ELECT). SMITCH FAILED ATTRIBUTED TO INCORRECT APPLICATION OF 28	FAILURE MOSE-OMEN (ELECT). SWITCH FAILED TO OMERATE, PAILURE CAUSED BY AN OMEN ANNATURE OF MOTOR. ARMATURE FAILURE (Tributed to incorrect application of 28 VDC POMER.	CAUSED BY AN OPEN	ARNATURE OF MOTOR	. ARMATURE PAILUR	
CORRECTIVE ACTION-PERSON	CORRECTIVE ACTION-PERSCHNEL CAUTIONED TO USE EXTRA CARE WHEN CHECKING THESE SMITCHES AND WHEN APPLYING POWER.	CHECKING THESE SW	TCHES AND WHEN AP	PLTING POWER.	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	AR141-0-1-121/FC-4CO-02-121 TLM CANISTER	COMPOSI TE-FACTORY 27-11541-869	1210 611209	YES BENDIX NO	n n 0
FAILURE MODE-TOLERANCE. WAS EXPECTED.	ERANCE. TELENETRY NEABURENEHT 8548 (YAW RATE GYRO 816.) INDICATED O PERCENT 15M WHEN 40 PERCENT 18M	E 67RO BIG.) INDICA	ED D PERCENT 15W	WIEN 48 PERCENT I	2
BYSTEM EFFECT-OFERATION TOO LOM.	100 1.04.				
VEHICLE EFFECT-COMPOSITE	COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING RESULRED.	45 REGUIRED.			
CORRECTIVE ACTION-THE R.F. PACKASE WAS	". PACKAGE WAS REMOVED AND REPLACED. THE PROBLEM DID NOT RECUR AT COMPONENT LEVEL TESTS.	THE PROBLEM 010 M	IT RECUR AT COMPON	ENT LEVEL TESTS.	1
INSTRUMENTATION-A/8 TELEMETRY SCT AND TRANSOUCERS	a-80-24-224-F Orcillator/potentiometer	FAR 87-01288-7	611206 KTR	VES BENDIX NO 1050263-6-6-A	•
FAILURE MODE-OPEN (ELECT)	FAILURE MOGE-OPEN (ELECT). NO OUTPUT VOLTAGE, FAILURE DUE TO AN INTERMITTENT BLIDER CONTACT OM POTENTIOMETER RE.	O AN INTERMITTENT B	IDER CONTACT ON P	OTENTIOMETER RE.	
CORRECTIVE ACTION-VENDOR	IMPROVED BUALITY CONTROL AND INSPECTION PROCEDURES.	CTION PROCEDURES.			1
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-BB-RA-ERFF BUSCARRIER OBCILLATOR	728 87-01046-67	. SIROT AMR	YES BEHOLK No 1050263-10TA	
FAILURE MODE-OUT OF TOLE BUT AFTER OSCILLATOR MAS :	FAILURE MODE-OUT OF TOLERANCE, OBCILLATOR COULD NOT BE ABJUSTED TO WITHIN SPECIFICATION. FREE WAS OUT OF TOLERANCE But after obciliator was tuned per spec the failure could not be duplicated.	HED TO WITHIN BPEC I BE DUPLICATED.	FICATION. FREE W	IS OUT OF TOLERANG	
				PACE D448	

AND MORE TO SELECT THE PROPERTY OF THE PROPERT

	DIFFICULTIES REVIEW-INSTRUMENTATION STRIKE ALREGAME	UMENTATION SYSTEM"A	RBORNE				
8787EX 8U8-878TEX	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE Date dif	BITE FINE OIF	PRI OTH V	VEHICLE BITE PRI VENDOR PART NO	
CORRECTIVE ACTION-WONE.	PERBOWNEL NEGUKETED TO UBE HAMDBOOK OF OPERATING AND NAINTANANCE INSTRUCTIONS WHEN ADJUSTIM	OF OPERATING AND IN	LIMTANAHCE	INSTRUC	11048	PHIM ADJUSTER	7 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSOUCERS	MG-A9-841-F BRCT2FIER ABBESLY	FAR 27-12403-1	1070 611208	FACTORY	2 Q		270100
FAILURE MODE-CONTAMINATION. • EXAMINATION CAUSED A SHORT	FAILURE MODE-COMTAKHMATIOM. OUTPUT WAS INTERMITTENT IT IS BELIEVED THAT LOOSE SOLDER SALLS AND SPLASHES FOUND DURIN . Examinatiom caused a short circuit resulting in the reported failure.	ELIEVED THAT LOOME : ED FAILURE.	POLDER BAL	18 AMD 8	LASHEI	FOUND BURIN	
CORRECTIVE ACTION-FAILUR	CORRECTIVE ACTION-FAILURE MOT CONFIRMED. PERSONNEL ALERTED	TO IMPROVE MORKMANSHIP AND BUALITY CONTROL.	HIP AND BU	AL177 CO	NTROL.		
IMBTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	AR141-U-1-121/FC-4CO-01-121 TLM CANIATER-COMMUTATOR	COMPOSETE—FACTORY ET-11941-869	1250 8115.34		YES BENDEN	X1001	***
FAILURE MODE-OUT OF TOLE THE MASTER PULBES OH AL D IS OPERATED AT GREATER Y R.F. PACKAGE.	FAILUXE MODE-OUT OF TOLERANCE. COMMUTATOR SPEED FOR CHANNELS 15 AND 16 WAS 9.43 RP3 WHEN 10 +" D.5 RPS WAS EXPECTED . The master pulbes on all commutated channels indicated distortion at various times during the test, channels 13 am D 13 operated at greater tham 10 percent fbw from the Low presuency Dain Edge. These problems were caused by a Fault Y R.F. Package.	B 15 AND 16 WAS 9.4 TOWTION AT VARIOUS ESUENCY SAIND EDSE.	S RPS WHEN TIMES DUGI	10 +- 0 MG THE T LENS MER	.3 RPB E81. C	MAS EXPECTED Harmelb 13 Am Ed By a Fault	,
SYSTEM EFFECT-IMPROPER ANALOG SIGNALS. VEHICLE EFFECT-COMPOSITE RESCHEDULED.	SYSTEM EFFECT-INPROPER AMALOG SIGNALS. VEHICLE EFFECT-COMPOSITE RESCHEDULED. S"STEMS LEVEL AMD COMPOSITE RETESTS REGUIRED	POSITE REFESTS REGU	IAED.				
COMMECTIVE ACTION-MEPLACED FAULTY M.F. PACKAGE.	ED FAULTY M.F. PACKAGE.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	A-DB-24-253-F OBCILLATOR/POTENTIONETER	FAR 27-01266-3	011204	er X	VES BENDIX NO 1050EG	BENDIX 1010163-46A	**
FAILURE MODE-OPEN (ELECT	FAILURE MODE-OPEN (ELECT), MO OUTPUT VOLTAGE, FAILURE DUE TO INTERNITTENT BLIDER CONTACT OM POTENTIOMETER RE-	O INTERMITTENT BLID	ER COMYACT	ATOY FOT	HT LOME	TER RE.	
CORRECTIVE ACTION-MOME.	CORRECTIVE ACTION-NOME, ANALYBIB CANCELLED DUE TO LACK OF PUNDING.	WOING.				And the second s	
						PASE DASE	

GENERAL DYNAMICS C'MVAIR DIVIBION

DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE

2	SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	#17E TIME DIP	OTH	VEHICLE BITE PRI VENDOR PART NO	
INSTRUMENTATION-A/ TELEMETRY BET AND ERS	ATION-A/B BET AND TRANSDUC	A-08-64-222-F DC AMPLIFIER-WIRING	FAR 87-01841-5	36F 63120	ET B	9 9	YES MAYBERRY HO	6
FIRMED, CAUSE-COL	FAILURE WODE-FAIL DURING TRMED, CAUSE-COLD SCLOER	OPERATION. CONNECTION	REJECTED AS THE CAUSE OF HO CUTPUT VOLTAGE ON CHANNEL A SEGHENT SS. FAILUME COM At junction of 85; Ris, Rit and Cid.	E ON CHANN	EL A 9 66	# TE	. PAILUME COM	
CCARECTIVE ACTIC IMATRUMENTATION-A/ TELEMETAY SET AND ERS	CCRRECTIVE ACTION-VENDOR STRUMENTATION-A/B LEMETRY BET AND TRANSOUC B	ACCIONDENTAL SOCIETATION AND INSECTION INTERCTION INTERCONDENTAL SECONDENTAL S	FLIGHT	35E	2	ž 3		***************************************
FAILURE MODE-FAI V SYBTEM,	HODE-FAI	L TO OFERATE AT PRESCRIBEU TIME- IND USABLE DATA MAS OBTAINED FROM THE DELAYED TRANSMISSION TELEMETR	BLE DATA WAS OBTAINED	FROM THE D	ELAVED 74	New Z	BRION TELEMETR	
STSTEM E TION. THE SENAL WAS	STREM EFFECT-OFERATION DO JOH. THE PROBLEM MAS ISOLA GNAL MAS RECEIVED BY GROUN VEHICLE EFFECT-NOME.	BYSTEM EFFECT-OFERATION DOER NOT BRANT-THE MESSILE WAS LAWRINED WITH THIS INCE. AN UNWODULATED CARRIER S THOM: THE PROSLEM MAS ISOLATED TO THE TAPE RECORDER AND PLAYBACK REPRODUCER ANTLIFIER SINCE AN UNWODULATED CARRIER S THAN WAS RECEIVED BY GROUND STATION RECEIVERS. VEHICLE EFFECT-NOME.	LAUNCHED MIN HILL OF	1	MCE AN US	Thoo a	ATED CARRIER &	
INSTRUMENTATION-AV TELEMETRY BET AND ERS	ATION-A/P BET AND TRANSOUC	AA61-020R/P3-508-00-33 TAPE RCCORDER-AMPLIFIER	COUNTDOMM	35E 611205	13	46.3	YES BENDIX NO	***************************************
FAILUNE MODE-FAI LATE THE CARRIER R.	MODE-FAILED TO O CARRIER FREGIENC	FAILUME MOCE-FAILED TO OPERAYE AT PUESCRIBED TIME, DURING LAUNCH COUNTDOMN THE RF4 TELEMETRY FACKAGE FAILED TO MODU ATE THE CARRIER FREGUENCY, CAUSE MAD HORT LIKELY DUE TO FAILURE IN THE AIRBORNE TAPE RECORDER AND PLAYBACK AMPLIFIE ''	ING LAUNCH COUNTDOWN TO FAILURE IN THE AIRBG	HE RF4 TELE	KETRY PA	CRASE NO PLA	FAILED TO MODU YGACK AMPLIFIE	
BYBIEN EFFECT-ON	FFECT-OFERATION DURING FLIGHT.	FRATICM DOES NOT START. NO VALID DATA WAS RECEIVED FROM THE RFA TELEMETRY PACKAGE. 12 MEASUREMENTS Flight.	AAB RECEIVED FROM THE	RF4 TELENEI	TRY PACKA	er. 18	MEABUREMENTS	
MERCHAN VEHICLE	VEHICLE EFFECT-MOME.	THE CHAIR ALMENDED WITH , FA INOPERATIVE.	FA INOPERATIVE.					
INSTRUMENTATION-A/B TELEMETRY BET AND T ERB	RAMSOUC	A-98-EA-EIS-F COMMUTATOR GEAR MOTOR BRUSHES	FAR	93E 611201	ANA	5 8	ACED REESE 1096485-78	1
	MODE-STRUCTURAL.	FAILURE MODE-STRUCTURAL, MOTOR FAILED TO OPERATE, FAILURE COMPIRMED, CAUSE-EXCESSIVE BRUSH WEAR FILLING THE MOTOR	URE COMFIRMED. CAUSE-1	XCKBBIVE OF	TUSH WEAR	נורו	NA THE MOTOR W	
							FACE 0444	

THE CARRON DUST. COPRECTIVE ACTION—EFFECTIVE I DECEMBER 188; THESE UNITS ARE SELMS RELACED WITH BENDIX MONTHOSE TYPE. COPRECTIVE ACTION—EFFECTIVE I DECEMBER 188; THESE UNITS ARE SELMS RELACED WITH BENDIX MONTHOSE TYPE. COPRECTIVE ACTION—EFFECTIVE I DECEMBER 188; THESE UNITS ARE SELMS RELACED WITH BENDIX MONTHOSE TYPE. COPRECTIVE ACTION—EFFECTIVE I DECEMBER 188; THESE UNITS ARE SELMS REPLACED WITH BENDIX MONTHOSE TYPE. COPRECTIVE ACTION—EFFECTIVE I DECEMBER 188; THESE UNITS ARE SELMS REPLACED BY BENDIX MONTHOSE TYPE. COPRECTIVE ACTION—EFFECTIVE I DECEMBER 188; THESE UNITS ARE SELMS REPLACED BY BENDIX MONTHOSE TYPE. COPRECTIVE ACTION—EFFECTIVE I DECEMBER 188; THESE UNITS ARE SELMS REPLACED BY BENDIX MONTHOSE TYPE. COPRECTIVE ACTION—EFFECTIVE I DECEMBER 188; THESE UNITS ARE SELMS REPLACED BY BENDIX MONTHOSE TYPE. COPRECTIVE ACTION—EFFECTIVE I DECEMBER 188; THESE UNITS ARE SELMS REPLACED BY BENDIX MONTHOSE TYPE. COPRECTIVE ACTION—EFFECTIVE TO DECEMBER 188; THESE UNITS ARE SELMS OF 300 MA. AND THE CALL BRANCH LINA TOWN OF THE CALL BRANCH LINA THE PARAMETER OF 300 MA. AND THE CALL BRANCH LINA TOWN OF THE CALL BRANCH COMP. CT. S. AND PLATE TANK CAFACITOR CS SINCE A PRICE R PRICE OF SERIES. CALL SELECTIVE ACTION—IT WAS TRECORDED FOR DIALOGUED PROPISE AND MAS MISSING AND MAS HISBING. PHUS HAND I ASSETT OF THE CHARLES OF 300 MA. AND THE CALL BRANCH LINA TOWN OF THE CALL BRANCH LINES OF 300 MA. AND THE CALL BRANCH LINA TOWN OF THE CALL BRANCH LINA TOWN OF THE CALL BRANCH LINES OF 300 MA. AND THE CALL BR	STE DIF TIME DIF PRI OATE DIF TIME DIP OTH STE BRUSH MEAR FILLI SIEDDIX MONTHOSE TYPE.	TYPE. YES REED AND REESE NO 1898483-48 FILLING THE NOTOR W TILLING THE NOTOR W AVES BENDIX NO CURRENT WAS ZERO. AYED. UNIT WAS TUME
PRECTAVE ALTION- REDECTAVE ALTION- REDECTAVE ALTION- REDECTAVE ACTION- ACARON DUBT. ACARON FRUMTICM-ACB. ALCURE HOOF-FAIL. ALCURE HOOF-FAIL. ALCURE HOOF-FAIL.	SSE ANN YES NO SKESTYPE. SSE ANN YES NO SKESTYPE. STENDIX MONTHOSE TYPE. STENDIX MONTHOSE TYPE. STENDIX MONTHOSE TYPE. STORMA, AND THE CRID CURR CATOR CS SINCE CALLERANTED.	
PRECTIVE ALTION- RUNENTATOH-A/B NETPT BET AND TH ACARDON DUST. CARRON DUST. TRUNENTATION-A/B ENETRY 2.T AND TH ALLURE CONFIRMED. AND OPERATIO 9ATH CARRON ALTION-A/B AND OPERATIO 9ATH ALLURE WOOL-FAIL TRUNENTATION-A/B ALLURE WOOL-FAIL TRUNENTATION-A/B TRUNEN	SYE AND YES INCE STIED ETT THE. SY BENDIX MONTHOSE TYPE.	
TLURE MODE-STRUCT CARRON DUBT. SARECTIVE ACTION- FRU-ENTALIGN-A/G THETRY 2.7 AND TR LURE CONFIRMED. AND OPERATIO WATH RUMENTATION-A/G SHEET Y 2.7 AND TR LURE CONFIRMED. AND OPERATIO WATH TRUME MODE-FAIL THE WERE MODE-FAIL	STORESTIVE BRUSH WEAR FILLTI ST STIEDS ETR YES STORE AND THE CRID CURR C.TOR CS SINCE CALISHATED.	
SARECTIVE ACTION- IRON-ENTALIGN-AAD HETRY 1.T AND TE LURE CONTERFO. AND OPERATIO NATION SARECTIVE ACTION TRUNENTATION-AAD TRUNE HOOF-FAIL TLURE HOOF-FAIL TLURE HOOF-FAIL TLURE HOOF-FAIL	SIENDIX MONTHOSE TYPE. SIEDG ETR YES NO NO NO THE CRID CURR CITOR CS SINCE CALISHATED.	BENDIN SENT WAR ZERO.
TRU-ENTA-LON-AZB HETRY 2.T AND TR LUNE MODG-FALL LUNE CONFIRMED. AND OPERATIO 9ATH DARECTIVE ACTION-AZB HETRY RET AND TR LUNE MODI-FALL TEUNE MODI-FALL TEUNE MODI-FALL	611EGG ETR YES NO BOOM NO NO NO NO THE CRID CURR	BENDIN TENT WAS ZERO. . UNIT WAS TUME
ALLUME MODG—FAIL LUME CONFINED. AND OPERATIO AATH TRUMENTATION—A/B SMETRY BET AMD TS ALLUME MODI—FAIL THE WORE MOTIFIED.	SOO MA, AND THE CRID CURR	IENT WAR ZERO. UNIT MAD TUME
DRRECTIVE SCTION- TRUMENTATION-A/B SMCTRY BET AND TB SILURE HOOF-FAIL.		
TRUMENTATION-A/B THETRY BET AND TS ALLURE MODI-FAIL THE WORE MOT BECK	CR 27-01929 SHEET & PRIOR	TO CHECKOUT.
FAILURE WOOF-FAIL DURING CRERATION. PIN BECAME LOGSENED OR DIBLOGGED FROM 6 7º1 WORE MUI BECOME DIBLOGED FROM	1100 WTR VES 41130 WTR NO	
THE PROPERTY OF THE PROPERTY O	LUG HOUSING AND MAB MIBBIN Wab Mibbing, a porce of L	HE. PINS IN PLA
CORRECTIVE ACTION-RECOMMEN) MEDERION OF MARMERS BUT COGNITANT DERIGN GROUP STATED ONLY BIX MORE MISSILES ARE INVOLVED AND DIFFER ULTY CAN BE DATACOMED TO THE MADITIONAL CARE IN INSTALLATION. HARMESS HAS BEEN REDEBIGHED FOR LATER PRINCES. (SHET-DODG-184NOOM).	STATED ONLY SIX MORE MISSION. MARKES HAS BEEN REDE	ILES ARE INVOLTED FOR LAT

CONVAIR DIVISION

*** ****

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBOHME

8787EW 808-878EW	TEBTZREPORT NUMBER FALLED COMPONENT MAME	DIF DATA BOURCE FART HUMBER	VEHICLE &	11ME 01F OTH V	VENDOR NAME	
IMSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	4-98-E4-E1s.F OSCILLATOR-POTENTIONETER	FA4 R7-G1800-50	33E AMR 611129	7 E.S.	YES BEHOIX No 1012084-A-6-A	:
FAILURE MODE-OUT OF TOLERANCE. UNI MITTENT MIPER OF POTENTIONETER REG.	OF TOLERANCE. UNIT INDICATED 1 VOLT OF MOISE MITH PEAKS UP TO 4.0V. FAILURE COMPIRMED. CAUSE-INTER OTENTIONETER RED.	BE WITH PEAKS UP TO	4.0V. FAILUR	C CONFIRMED	. CAUSE-INTER	
CORRECTIVE ACTION-VENDOR . TORTURE TEST INCLUDES TE	CORRECTIVE ACTION-VENDOR INFORMED, EFFECTIVE BEPT: 1960 ALL POTENTIONETERS WILL BE TORTURE TESTED PRIOR TO SHIPHEMY Torture test includes temp. Cyclims, shock and visration reaction.	POTENTIONETERS WILL EACTION.	BE TORTURE	TESTED PRIC	A TO SHIPHENT	
IMBTRUMENIATION-A/B TELEMEIRY SEI AND TRAMSOUC ERB	B A-SB-KA-RIG-F TRANSDUC COMMUTATOR GEAR MOTOR BRUSHES	r A R	35£ AMR 611125	4 04 4 04	MES AEED RESE MO 1096485-38	
FAILURE MOSS-BIRUCTURAL. OUBLING WITH CARBON DUBT.	TUCTURAL, MOTOR FAILED TO OPERATE, FAILURE CONFIRMED, CAUSE-EXCESSIVE BRUSH MEAR PILLING THE MOTOR H On Dust.	ONFIRMED, CAUSE-EXCE	HEORG SATES	MEAR PILLIN	6 THE HOTOR M	
CORRECTIVE ACTION-EFFECT	CORRECTIVE ACTION-EFFECTIVE 1 DECEMBER 1861 THESE UNITS ARE SEING RIPLACED WITH BEHOIX MONTROSE IVPE.	BEING REPLACED WITH	BEHOIX HONT	TOBE TYPE.		
INSTRUMENTION-A/B TELCHETAY BET AND TRANSOUC	A-BB-24-726-F Suncarrier Oscillatur	# A #	61112G AHR	YES NO .	YES BENDIX No 1069093-18-6	# # # # # # # # # # # # # # # # # # #
FAILUME MODE-OUT OF TOLER E MAS MOT DETERMINED. CORRECTIVE ACTION-MONE, C	OF TOLERANCE, OBCILLATOR COULD NOT BE ADJUSTED TO MITHIN SPECIFICATION, FAILUNE CONFIRMED BUT CAUS. F.D., F.MONE, CAUSE OF FAILURE NOT DETERMINED.	STED TO MITHIN SPECI	FICATION. FA	ILURE CONT.	#HED BOT CAU	
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC ERS	A-98-E4-220-F COMMUTATOR GEAR MOTOR BRUSHES	728	4F ANX	YES N	WES REED AND REEDE NO 1096465-30	e
FARLURE MODE-STRUCTURAL, UNIT STOFFED ING THE MOTOR NOUSING WITH CARBON DUST.	UCTURIL, UNIT STOFFED DURING A TANKING EXERCISE, FAILURE CONFIRMED, CAUSE-EXCESSIVE BRUSH MEAR FILL ISING WITH CARBON DUST.	HE. FAILURE CONFIR	HED. CAUSE-E		USH WEAR FILL	

CORRECTIVE AUTION-EFFECTIVE & DECEMBER 1881 THESE UNITS ARE BEING REPLACED WITH BENDIX MONTROSE TYPE.

SEMERAL SYNAMICS CONVAIR GIVIBION

**** ***

	•	CHPRICULTIES REVIEW-INSTRUKENTATION STRESAIRSORME	MENTATION BYBTEN'AL	RBORNE				_
AYATEN BUS-STER	T. B	TAST/REPORT HUM ER FALLED COMPONENT MAME	DIF DATA BOURCE PART NUMBER	VEHICLE Date DIF	817E 71ME 01F	1 H 0	PRI VENDOR MANE OTH VENDOR PART NO	
INSTRUMENTATION-A/ TELEMETRY AET AND ERB	A/B O TRANSOUC	AA81-0169/F1-8CO-01-04 MIRING CABLE	COMPOSITE-J FACT	47	:	# O		:
FAILURE MODE-ELE L. DETERMINED TO	LECTRICAL O BE A BHO	FAILURE MODE-ELECTRICAL SHORT, CHANNEL ET OF THE ASC (FITCH DETERNINED TO BE A SHORT IN TELEMETHY CARLE 30238.	(PITCH STEERING RESOLVER) READ ZERO OUTPUT DURING GINBAL TRAVE	READ ZERO	OUTFUT D	5# 1 # 5	GIMBAL TRAVE	
SYSYEM EFFECT-MONE.	HONE.							
CORRECTIVE ACTION-AS VENTIGATION REVEALED	-NONE. ION-ASC 8/ EALED THAT	VEHICLE EFFECT-MOME. Corrective action-asc 8/M 7150047 WAS REPLACED. CHECKOUT INDICATED THE NEW UNIT HAD THE SAME PROBLEM AND FURTHER IN VEBTIGATIOM REVEALED TWAT TELCHETRY CABLE 30838 MAS SHARTIME THE CHANNEL TO GROUND.	DICATED THE NEW UNI: THE CHANNEL TO GRO	T HAD THE	BANE PRO	LEN A	NO FURTHER IN	
INSTRUMENTATION-ACTEUR TELEMENT	ACE O TRANSCUC	BR-95-14-203-F BIGHAL COMOITIONER-CHANGEOVER BHIT EF-12590-80	7AR 87-1880-80	1140	vra	7 C .	•	******
FAILURE MODE-FAIL DURING SHAFT DRIVING SWITCHING I BRUSH SPRING WAS LOOSE. I	L DURING ITCHING LOOSE.	G OFFRATION. POWER CHANGEOVER BUITCH BECAME INCPERATIVE. SMITCH A-13 FAILED OPEN AS GEAR AND ECTION DISENGACED FROM MOTOR DRIVE GEAR. BALL BEARING OM END OF SHAFT DISINTEGRATED. MOTOR FURTHER ANALYSIS STOPPED AS PART RELEASED BACK TO VAFS.	BECAME INCPERATIVE. GEAR. BALL BEARING LEASED BACK TO VAFB.	. SWITCH A	MAFT DI	S O O	RAS CEAR AND BRATED, MOTOR	
CORRECTIVE ACTION-UNKNOWN.	FOR-UNK NOV	М.	e pendengan pendengan pendengan seri seri seri pendengan pendengan pendengan pendengan pendengan pendengan pen				e de la compansión de la	
ENGTRUMENTATION-A/ TELEMETRY BET AND ERB	A/B D TRANSOUC	BF-90-E1-E03-F SIGNAL CONDITIONE, FOMER CHAMGEOVE RF-12990-80 R BMITCH	FAR 27-12590-00	1140	T	7 G 6		1410
FAILURE MODE-BTR DISINTEGRATED BAL MED,	TRUCTURAL. ALL BEARIM	FAILURE MODE-BTRUCTURAL, POWER CHANGEOVER BUITCH FOUND INOPERATIVE FROM: INTERNAL TO EXTERNAL POWER, FAILURE DUE TO Dibintegrated ball bearing in motor circuit of A13 changeover buitch caube of dibintegrated ball bearing hot deterni Med.	ERATIVE FROM INTERN R SMITCH CAUSE OF D	AL TO EXTE IBINTESRAT	RHAL POME ED BALL I	R. FA	ILURE BUE TO	والمساورة والمراجعة والمساورة والمراجعة
CORRECTIVE ACT.	ION-HOME, ETERNINE I	CORECTIVE ACTION-HOME, HOMEVER, RELIASILITY IS TO KEEP SIGNAL CONDITIONER UNDER BURYEILANCE FOR FUTURE FAILURES OF THIS TYPE TO DETERHINE IF ANY FUTURE CORRECTIVE ACTION IS NECESSARY.	HAL COMPLITIONER UND	ER BURYEIL	ANCE FOR	FUTUR	E FAILURES OF	
INSTRUMENTATION-A/B TELEMETRY BET AND T ERB	A/B O TRANSDUC	RA-08-24-197-7 . OBCILLATOR-TUBE	FAR	1170	£	7 ON NO.	YES BENDIK HO 1041862-4-2	
FAILURE MODE-DRII	POR YEARS	FAILURE MODE-DRIFT, ORCILLATOR DRIFTED OUT OF BAND DURING CHECKOUP. A CRITICAL CONTROL CIRCUIT PLUS THE RFFECTS OF TART AGEINS (S TO S YEARS) COMBINED TO CAUBE THIS TYPE OF PAILURE, TUBE VI. TYPE 6111.	HECKOUT, A CRITICAL LURE, TUBE VI, TYPE	CONTROL C	INCUST P	# # # # # # # # # # # # # # # # # # #	K KFFECTS OF	

8361 MAT 81

15 JUN 1969	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	UMENTATION SYSTEM"A	RBORNE			,	
8781EX 828-8781EX	TESTARPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE Date DIF	BITE TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO		
COMMECTIVE ACTION-IT WAS RECOMMED TENESMED FOR SHORT TERM SABLEITY.	MAB RECOMMENDED THAT THE PART BE REFURBIBHED. THIS TYPE OBCILLATOR IS VERY SENSITIVE AND WAS ISTREET.	BISHED. THIS TYPE O	BCILLATOR	4 YERY 41	CHBITTYE AND WAS D	6 6 0	
OH-A/B	A-88-CA-E07-F TRANSDUCER POWER SUPPLY, DIODE	FAR 87-11387-8	32E 611109	AMA	YE 8	***	
FAILURE WODE-ERRATIC OPERAT ER DIODE TYPE \$5000. CAUSE O	OPERATION. VOLTAGE ON 3 VOLT BECTION DROPPED FROM 5 TO 2.2 VOLTS. FAILURE CAUSED B Cause of Diode Failure mot determined but believed due to high ambient temperature.	ROPPED FROM 5 TO E	E VOLTB. F HIGH AMBIE	AILURE CA 4T TEMPER	S TO 2.2 YOLTS. FAILURE CAUSED BY FAULTY ZEM Due to high ambient temperature.		
CORRECTIVE ACTION-MONE, FIR	FIRST KNOWN FAILURE OF THIS TYPE.					····	
INSTRUMENTATION-A/B TELEKETRY BET AND TRANSCUC TR	HE-OB-RA-198-F TRANGHITTER HARNEGO	# V P P P P P P P P P P P P P P P P P P		Ě	YES TEXAS INSTRUME MO MT	11274	
FAILURE MODE-ELECTRICAL SHO 13LT DUE TO A MEDGED WIRE BH	CAL SHORT. OUTFUT DROFPED DURING CHECKOUT BECAUSE TRANSISTOR 8109 AND RESISTOR RIET FAILED POSS- WIRE BHORTING AND OPENING LEADS. INSULATED BLEEVING ON THIR WIRE WAS SHORT.	NT BECAUSE TRAMBIST. TED BLEEVING OM THI	OR BEGS AN	D. MESISTO SHORT.	REST FAILED POSS		
CORRECTIVE ACTION-VENDOR WA	CORRECTIVE ACTION-VENDOR WAS NOTIFIED OF FOSSIBLE SHORT BLEEVE PROBLEM. VENDOR ASSEMBLY AND INSPECTION PERSONNEL ME E cautioned as of 26 january 1162.	EVE PROBLEM. VENDOR	ASSEMBLY	KNO JNBFE	TION PERSONNEL HE		
INSTRUMENTATION-A/8 TELEMETRY SET AND TRANSOUC CR	AASI-UISE/P4-4CO-OE-93 CRYSTAL RECTIFIER	CCMPOSITE-J FACT 87-18880-808	930 91110	14 YES	YES TEXAS INST.	8 8 8 9 8	
FAILURE MODE-ELECTRICAL OFF	FAILURÉ MODE-ELECTRICAL OPEM. CRYSTAL RECTIFIER IN RF PACKAGE HAD AN OFEN CINCUIT.	GE HAD AN OFTEN CINC					
SYSTEM EFFECT-IMPROPER ANALATA.	PER ANALOG BIGNAL, MENBURENEMT EBLY DID NOT ACTIVATE CAUSING LOBS OF 400 CYCLE PHASE A VOLTAGE D	MOT ACTIVATE CAUSIN	* LOSS OF	100 CYCLE	PHASE A VOLTAGE D		
VEHICLE EFFECT-MONE.				•			*
CORRECTIVE ACTION-CORRECTED AFTER TEST.	AFTER TEST.						
IMPTRUMENTATION-A/B A- FELEMETRY BET AND TRANSDUC PO- ERB	A-08-24-228-F FOMER BUFFLY, TRANSISTOR	7 A R 10 4 1 10 4 1 10 1 1 1	*01110	Į	# f W b		
FAILURE MODE-FAIL DURING OF	FAILURE MODE-FAIL DURING DEFRATION, NO 140 OR 80 VOLT OUTPUT INDICATED. FAILURE DUE TO FAULTY TRANSISTORS SI (RHASS	IT INDICATED. PAILUR	E DUE TO F	AULTY TRA	HAISTONS OF CENASO		

GENERAL DYNAHICS

PRESENTATION REVIEWS TRANSPORTED TO THE BRITAL STREET

「。	2				3	· ·	* * * * * * * * * * * * * * * * * * *	
VEHICLE SITE PRI VENDOR MANE	T RESULTING E	AMCK FOR FUTU		COULD ENDUCE	MEED AND MEESE 1036485-38	H PROBLEM. US	YES TEXAS 1MST. NO UT WAS D.1 VOLT 1	KETHER IN COND
BITE PRI	POSER BUPP	DER BURVEIL	# 4E	OCK LC:DIM	7.58 OX	DUE TO BRUI	14 YES HOT STAT NO ED HENT OUTPUT V	* 0314160
VEHICLE DATE DIF TI	AFPLIED TO	URE. UNIT UR	#11100 ETR	CHECKOUT, BH PECTION, NEW B-31-62	1170 ETA 011100	ER APPLIED	93D 14 611031 NO 611031 ED ED	CIRCUIT. NO NORMAL.
DIF DATA BOURCE	DUE TO EXCESSIVE VOLTAGE BEING APPLIED TO POWER SUPPLY RESULTING IN	EMAL CAUSE FOR FAIL	FAR RT-01888-8	RENTS WOTED DURING D DURING VISUAL INS TOL. VENDOR ACTION T	FAR	NALD NOT RUN WHEN PO	COMPOSITE-B FACT 87-18880-803 6E OF AUTOFILOT CLO	EXTRA REBISTANCE CONNECTED IN CIRCUIT, NOT STATED WHETHER IN COMDI. DICCRETE CN/OFF SIGNAL BELOW NORMAL,
DIFFICULTIES REVIEW-INSTRUMENTATION STSTEM-ARBONNE TEST/REPORT NUMBER DIF DATA SOURCE VEHICL FAILED COSPONENT NAME PART NUMBER DATE DATE	AND 43 (336), TRANSISTOR FAILURE DUE TO EXCE	ON-NOME, PERBOWHEL AT AMP COULD FIND NO EXTERNAL CAUSE FOR FAILURE. UNIT UNDER SURVEILANCE FOR FUTUR	98-24-156-F . Amplifica	RATIC GERATION, UNSTABLE PLATE AND GRID CURRENTS MOTED DURING CHECKOUT, SMOCK LY 191MG COULD INDUCE. RATION, POSSIBLE FOOR GROUND COMMECTION HOTED DURING VISUAL INSPECTION. OH-VENDOR REQUESTED TO IMPROVE GUALITY CONTROL, VENDOR ACTION TAKEN 3-31-62.	RA-99-E4-174-F COMMUTATOR-BRUSH	ILLED TO OPERATE AT PRESCRIBED TINE, MOTOR WOULD NOT RUN MIEN POMER APPLIED DUE TO BRUSH PROBLEN. USE BRUSHES RESULTED IN EXCESSIVE BRUSH MEAR. ON-MOTORS ARE TO BE REFLACED WITH A BENDIX MONTROSE MOTOR. A RETROFIT PHOGRAM IS PLANMED. (THE ACTIO	LEMETRY BET AND TRANSDUC STEMAL COMDITIONER RESISTOR ST-12260-603 ED FAILURE MODE-OUT OF EXPECTED TEST VALUE, VOLTAGE LEVEL CHANGE OF AUTOFILOT CLOCK MEASUREMENT OUTPUT WAS 0.1 VOLT IN	TEAD OF 8 VOLTS EXPECTED. TROUBLE FOUND TO BE AN EXTRA MESISTANCE CONNECTED IN CIRCUIT IONER OR MARKESS TO COMDITIONER. SYSTEM EFFECT-OPERATION TOO LOW, VOLTAGE LEVEL OF DICCRETE CN/OFF SIGNAL BELOM NORMAL.
676754 846-878754	9 .	CORRECTIVE ACTION-WOME.	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAILURE MOGE-ERBATIC OPERATION. INTERMITTENT OPERATION. POSSIBLE CORRECTIVE ACTION-VENDOR REGUES	INSTRUCENTATION-A/B RA-99-24-374-F TELENETRY SET AND TRANSDUC COMMUTATOR-BRUSH ERS	FAILURE MODE-FAILED TO GPERATE A OF POOR BUALITY BRUSHES RESULTED OF POOR BUALITY BRUSHES RESULTED CORRECTIVE ACTION-MOTORS ARE TO M MAS EFFECTIVE IN DECEMBER 1981)	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSBUC ERS FAILURE MODE-OUT OF EXPEC	STEAD OF S VOLTS EXPECTED. TROUBL TIONER OR HARNESS TO COMDITIONER. SYSTEM EFFECT-OPERATION TOO LOM.

CORRECT! 'E ACTION-EXTRA RESISTANCE REMOVED AFTER TEST COMPLETED,

VEHICLE EFFECT-NONE.

DIFFICULTIES FEVIEW-INSTRUMENTATION STREEM-AIRBORME

SYSTEM SUD-SYSTEM	TEST/REPORT NC GER FAILED COMPONENT HAME	DIF BATA BOURCE PART NUMBER	VENICLE BITE DATE DIF TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
IMATEUMENTATION-A/B TELEMETRY BET AND TRANSDUC	HE-88-RA-188-F TRANSDUCER FOWER BUPPLY, TRANSISTO 58-18540-8 R	FAR 88-18840-3	elioze KTR	3 2	***
FAILURE MODE.COMTANIMATION. TORB SITEMSSS) AND SAIENIDAS)	FAILURE MODE-COMTANIMATION, OUTPUT DROPPED FROM 4.8 VOLTS TO 3.7 VOLTS IN 18 BECONDS, CAUSE DUE TO 2 FAULTY TRANSIS Tors sitemass) and satemidaa), Possibly Caused by Bolder Speck Contamination,	D B.T VOLTS IN 18 BI IR CONTAMINATION.	CONDS. CAUSE DUE	IO R FAULTY TRANSIS	
CORRECTIVE ACTION-INDEECT	CORRECTIVE ACTION-INDECTION PERBONNEL CAUTIONED TO MATCH PARTICULARLY FOR BOLDER SPECK CONTAMINATION DURING ABBEND	ARTICULARLY FOR BOLI	DER SPECK CONTAMIN	ATION DURING ABBENS	
INSTRUMENTATION-A/B TELENETRY BET AND TRANSDUC ERS	RA-88-24-199-F BUBCARRIER OSCILLATOR TUBE	FAR	1370 AME 611026	YES BENDIX NO 1041962-4-2	81618
FAILURE MODE-OUT OF TOLERANCE. TROL TUME VE (6111) IM CRITICAL	TOLERANCE, CUTPUT FREG COULD NOT BE ADJUSTED WITHIN SPEC, FAILURE DUE TO AGING OF PARTS AND CONINCAL CONTROL CIRCUIT.	USTED WITHIN SPEC.	FAILURE DUE TO AGE	NG OF PARTS AND CON	
CORRECTIVE ACTION-BINCE C	OSCILLATOR IS R TO 3 YEARS OLD IT WAS RECOMMENDED THAT IT SE REFURSISHED	AS RECOMMENDED THAT	IT DE REFURBISHED	•	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOIS ERS	MA-98-E4-198-F OSCILLATOR TUBE	FAR	1170 ETA 611026	YER BENDIX NO 1041962-3-K	
FAILURE MODE-OUF OF FOLER TROL TUBE VS (4:11) IM CRI	OF TOLEZANCE. OUTPUT FREG COULD NOT BE ADJUSTED WITHIN SPEC, FAILURE DUE TO AGING OF PARTS AND COM.	USTED MITHIN SPEC.	FAILURE DUE TO AGI	NG OF PARTS AND COM	
CORRECTIVE ACTION-SINCE OSCILLATOR 18	DECILLATOR IS 2 TO 3 YEARS OLD IT WAS RECOMMENDED THAT IT BE REFURBISHED.	AS RECOMMENDED THAT	IT DE REFURBIBHED	•	
INSTRUMENTATION-1/B TELEMETRY BET AND TRANSDUC	AE61-0273/FC-4CO-02-119 Bignal Combitioner Demodulator	COMPOSITE-FACTORY	11 10 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	YES NO	# T C C C C C C C C C C C C C C C C C C
FAILURE MODE-FAIL DURING OUT THE TERT, THE YAM DENC	FAILURE MODE-FAIL DURING OFERATION-MEASUREMENT 893D-YAW DISFLACEMENT 67RO 816NAL: DID MOT INDICATE NAT THE TEST, THE YAW DEMODULATOR IN THE 816NAL CONDITIONER WAS FOUND TO BE FAULTY.	PLACEMENT GYRO BIGN WAS FOUND TO BE FAU	AL, DID NOT INDICA LTY.	TE A MOVEMENT THRU	
SYSTEM EFFECT-CHERATION D	ERATION DOES NOT START, NO CUIPUT DATA PROM MEASURENENT SESD DUK TO FAULTY DENCOULATOR	MEABUREMENT BESD D	UK TO FAULTY DEMOD	ULATOR.	
WENICLE GFFECT COMPOSITE	OMPOSITE RESCHEDULED-COMPOSITE MAS RERAM.	•			
CORRECTIVE ACTSON-THE BIG	CORRECTIVE ACTION-THE BIGHAL CONDITIONER WAS REPLACED.				
		,			

*31474	TEST/REPORT NUMBER DIF DATA BOURCE VEHICL	DIF DATA BOURCE	VEHICLE 917E	2 2	VENDOR NAME	
#C#-#4#TEX	FAILED COMPONENT NAME	TART NUMBER				
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	AR141-0-5-11/FC-6CO-DE-D11 Commutator	COMPOSETE-PACTORY B7-18871-888	411083	VES BEROLIN NO	_	
FAILURE MODE-OUT OF TOLES HE RF PACKAGE N/H 108-UDE	OF TOLERANCE, THE COMMUTATOR FOR CHAMMEL A OF RF MO. :	A OF RF HO. 1 OPERATED BELOW THE MINIMUM SPEED ALLOWED. 1/H 108-5028.	ED BELOW THE MIN	INUM SPEED AL	LOWED. T	
BYBTEN EFFECT-NOME.						
VEHICLE EFFECT-CCMPOBITE	VENICLE EFFECT-CCMPOSITE DELAYED. POST COMPOSITE SYSTEM TEST REGUIRED TO SHOW PROPER OFERATION.	T REGULAED TO SHOW	PROPER OPERATION			
CORRECTIVE ACTION-PACKAGE 18/D AND REPLACED.	E 1870 AND REPLACED.					
INSTRUMENTATION-A/S. TELEMETAY BET AND IRANSOUCERS.	A-08-24-194-F 8 KC OSCILLATOR	FAR	S11023 ETR	VES BENDIX	BENDIX 1030283-8-6A	
FAILURE MODE-FAIL DURING OPERATION MCTIONED ACCEPTABLY MMEN ADJUSTED,	OPERATION. CHANNEL B THROUGH E DEVIATED LOW. OBCILLATOR HAS FOUND OUT OF ADJUSTNENT AND FU ADJUSTED.	RATED LOW. OBCILLAT	OR MAS FOUND OUT	OF ADJUSTME	NT AND TO	·
CORRECTIVE ACTION-FIELD	CORRECTIVE ACTION-FIELD PERSONNEL WERE REQUESTED TO ADJUST THIS TYPE OF OSCILLATOR PER THE BENDIX HANDBOOK.	THIS TYPE OF OGGILL	ATOR PER THE BEN	DIX HANDBOOK		
INSTRUMENTATION-A/E TELEMETHY BET AND TRANSOUC CRE	98-74-184-F Presjime transouces	7-48 7-01731-8	1170 ETR	YES BOURNS NO	•	: : :
FAILURE MODE-CONTANINATI	FAILURE MODE-CONTANINATIOM. INTERNITTENT OBCILLATION, PAILURE CAUSED BY FOREIGN MATTER UNDER THE WIPER PROBABLY INT COUCED DURING ASSEMBLY.	NE CAUSED BY FOREIG	N MAYTER UNDER 1	THE REP	BABLY INT	
CORRECTIVE ACTION-MOME. INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	RA-98-24-221F OSCILLATOR RESISTOR	MAY	1170 AMR 411GEG	VES BENDIX NO 104065	0EHOIX 1040630-7-T	
FAILURE MODE-ELECTRICAL (TRICAL OPEN. CHANHEL T BECAME ERRATIC AND NOISY DURING COUNTDOWN. FAILURE CONFIRHED. CAUSE-BROKEN Is and ageing of oscillator tube vi.	MOIBY BURING COUNTR	OMM. PAILURE COM	FIRMED, CAUS	E-BROKEN	
CORRECTIVE ACTION-UNIT M	CORRECTIVE ACTION-UNIT WAS E TO S YEARS OLD AND IT WAS REFURBISHED.	RB I SHED.			·	
					PACE DASS	

18 JUN 1988

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRBOANE

	***************************************		# 0.7 4.4			*****			
BITE PRI VENDOR HAME TIME DIF OTH VENDOR PART NO	:	GATING. C		ISM WHILE REPLACED.	# # # # # # # # # # # # # # # # # # #		M MF-1. FA	#ENDIX 1041982-3-K	CONTROL C
PRI VEN	YES BENDIN	EVIDENCE EVIDENCE	ONTROL. VES BENGIX NO	ATED ZERO HOVED AND	C OPERATE	4 C P	ANNELS O	YES BENDIX No 104195	CRITICAL, TYPE 61
	AMR	SE NEGATI	BUALITY C.	SE WAS REL	HOM PROPEL	ET3	DIRECT CI	£12	CKOUT. A. TUBE VS.
VEHICLE DATE DIF	1170	EG 47 AND	11F AND 411 AN	OF RF MO.	11 RED TO BH	1170 411017	IC ON ALL	1170	DURIMECHE E FAILURE,
DIF DATA SOURCE PART NUMBER	FAR R7-11848-035	IND EL POSITIVE AND S JITH COMMUTATOR OR AS	DE TO INFROVE MORKHAN COMPOSITE-FACTORY RF-18978-817	LEGMENT 91, CHANNEL A CORRECT RESPONSE THE	NITE STRYEN TEST RESU	FAR 7-16282-8	OBSERVED TO BE KRRAT IATED CIRCUITA TO DET	W. C.	MOT SE ADJUSTED TO PROPER PRESURNCY DURINSCHECKOUT, A CRITICAL COS VEARS) COMBINED TO CAUSE THIS TYPE FAILURE, TUSE VI, TYPE SILL.
TEST/REPORT NUMBER PAILED COMPONENT NAME	BA-08-84-810-F COMMUTATOR	FAILURE MODE-ERRATIC OPERATION. CHANNEL 14 SHOWED SES 17 AND 21 POSITIVE AND SEG 47 AND S1 NEGATIVE SELOW GATING. OMCLUDED THAT CAUSE OF FAILURE MAS OTHER PARTS ASSOCIATED WITH COMMUTATOR OR ASSOCIATED CIRCUITS. EVIDENCE OF POOR OREMANSHIF AND BUALITY CONTROL WAS DISCOVERED.	CORRECTIVE ACTION-FAILURE MOT COMFIRMED. EFFORTS BEING MADE TO IMPROVE MORNAMBHIF AND GUALITY CONTROL. STRUMENTATION-A/B ARIA1-G-3-11/FC-6CO-G1-G11 COMPOSITE-FACTORY 11F YES BE LEMETRY SET AND TRANSDUC COMMUTATOR 611017 NO 87-16878-617	FAILURE WOE-FAIL TO OPERATE AT THE PRESCRIBED TIME. TLM SEGMENT B1, CHANNEL A OF RF NO. R INDICATED ZERO IBM WHILE SEGMENT RI WHICH RE WAS REMOVED AND REPLACED.	TOOMH OR COMPOSITE DELATED. POST COMPOSITE STSTEM TEST RESUINED TO SHOW PROFER OFERATION OF RF ACKAGE 18/0 AND REPLACED.	KA98-E4-165-F Cal.188770R	FAILURE WAS MOTE COMPIRMED. LURE WAS MOT COMPIRMED. CORRECTIVE ASSOCIATE CORPORATION MEGATIVECALISRATOR SIGNAL OBSERVED TO BE ERRATIC ON ALL DIRECT CHANNELS ON RF-1, FA CORRECTIVE ACTION-SITE PERSONNEL REQUESTED TO CHECK ASSOCIATED CIRCUITS TO DETERMINE THAT NO HUMAN ERROR WAS INVOLV D.	A-98-24-200-F OSCILLATO2-TUSE	OPERATION, UNIT COULD MOT BE ADJUSTED TO PROPER PRESURENCY DURINGCHECKOUT, A CRITICAL CONTROL T OF PART ASEING (2 TO 3 VEARS) COMBINED TO CAUSE THIS TYPE FAILURE, TUSE V1, TYPE SILL.
AYATEM BUB-RYBTEM	INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC ERS	FAILURE MODE-ERRATIC OPER OMCLUDED THAT CAUSE OF FAI ORKHANSHIF AND BUALITY COM	CORRECTIVE ACTION-FAILURE INSTRUMENTATION-A/B TELENETRY BET AND TRANSDUC	FAILURE WOOK-FAIL TO OPER BEGMENT ES WHICH IS CONNE	VEHICLE EFFECT-COUNTDOWN VAIEM. CORRECTIVE ACTION-PACKAGE	INSTRUCTIVATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAILURE WAS NOT CONFIRMED. ILURE WAS NOT CONFIRMED. CORRECTIVE ACTION-SITE PEL	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC (FAILURE MORE-CRRATIC OPER. IRCUIT PLUS THE CPFECT OF 1

	DIFFICULTIES REVIEW-INSTRUKENTATION SYSTEM-AIRBORNE	TRUMENTATION SYSTEM"	INBORNE	-	l		r	
X STRVS - 600	TEST/REPORT NUMBER FAILED COMPONENT MAME	DIF DATA SOURCE PART NUMBER	VENICLE DATE DIF	TIME DIF	OTH N	VENDOR HAME VENDOR PART NO		
CORRECTIVE ACTION-IT WAS RECOMMENDED AS DESIGNED FOR SHORT TERN STASILITY.	CORRECTIVE ACTION-IT MAS RECOMMENDED THAT THIS PART BE REFURBISHED. THIS TYPE OF OSCILLATOR IS VERT SEMBITIVE AND	FURBIBHED. THIS TYPE	OF OSCILLATO	M 18 VE/	9 \$	MBITIVE AND W	****	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	A-88-E4-E08-F RANSDUC DC DIFFERENTIAL AMPLIFIER	FAR 87-01841-1	611014 AMR		¥ Q	VES MATBERRY NO	***	•
FAILURE MODE-ERRATIC OPERATION. FAILURE COULD BE DUFLICATED ONLY THAN SPECIFIED IMPUT VOLTAGE.	IIC OPERATION, OUTPUT PULSES HAD EXTREMELY POOR RISE TIME CHARACTERISTICS, FAILURE MOT CONFIRMED. Pricated only with Low input voltage and therefore it is assumed the unit was operated with lower Tut voltage.	LY POOR RISE TIME CHA D THEREFORE IT IS ASS	CHARACTERIBTICS. ASSUMED THE UNIT	T MAS OF	ERATI	FAILURE MOT CONFIRMED. MAS OPERATED MITH LOWER		
CORRECTIVE ACTION-PERSONNEL	CORRECTIVE ACTION-FERSONNEL REQUESTED TO CHECK INPUT VOLTAGE WHICH SHOULD BE 28 PLUS OR HINUS 2 VDC. ANALYSIS CANCE Led due to lack of funding.	ASE WHICH SHOULD BE A	e PLUS OR HI	NUS 8 YE	, ,	HALYBIS CANCE		
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSPUC ERS	RA-98-24-194-F OSCILLATOR-WIRING	FAR	1170 ETR 611010		12.8 B	YER BENDIK No 1041942-42	******	
FAILURE MODE-ERRATIC OFFI HT AT PIN 7 OF TUBE BIX M	IC OPERATIOM, UNSTABLE CUTPUT PRESUENCY OCCURRED DURING CHECKOUT, ANALYSIS SHOWED COLD SOLDER JOI : BIX WAS CHANGING HULTIVISRATOR BIAS, MORMAL OPERATION RESUMED WITH REPAIR OF JOINT.	OCCURRED DURING CHECORAL OFFRATION RESUM	KOUT. ANALYI ED MITH REPI	13 BHOME	JOINT.	TO BOLDER AOI	**************************************	
CORRECTIVE ACTION-VENDOR TIVE AS: FEB. 1982.	CORRECTIVE ACTION-VENDOR INCREAMED INBPECTION TO MINIMIZE SOLDERING ERRORS BY USING 9-3DX MICROSCOPES, ACTION EFFEC	SOLDERING ERRORS BY	USING 7-30X	MICROSCO	ers.	ACTION EFFEC		
INSTRUMENTATION-4/B TELENETAY SET AND TRANSDUC ERS	RA-98-E4-201-F OACILLATOR-TUBE	FAR	1170 ETR 611010		4 C M	86201X 1040659-4-T	***	
FAILURE MODE-ERRATIC OFFI	IC OFERATION, UNIT COULD NOT BE ADJUSTED TO PROPER OUTPUT FREQUENCY DURING CHECKOUT, A CRITICAL C ; the effect of reeing (2 to 3 years) compined to cause this type of Failure, tube us, type stid.	NOT GE ADJUSTED TO PROPER OUTPUT FREQUENCY To & YEARS! COMBINED TO CAUSE THIS TYPE OF	EGUENCY DURI TYPE OF FAIL	NE CHECK	. vi	DURING CHECKOUT, A CRITICAL C FAILURE, TUBE VI, TYPE BYSG.		
CORRECTIVE ACTION-11 MAS AS DESIGNED FOR SHORT TERN	COMRECTIVE ACTION-IT WAS RECOMMENDED THAT THIS PART BE REFURBISHED. THIS TYPE OF OSCILLATOR IS VERY SENSITIVE S DESIGNED FOR SHORT TERM STABILITY.	URBISHED. THIS TYPE	OF OSCILLATO	13A 41 W) A	HOLTIVE AND W		
						FA4E 0453		

9941 HOT 81

	DIFFICULTIES REVIEW-INSTRUMENTATION STREET AIRECTING	UMENTATION STREET	RECORE				,
BYBTEN BUB-BYBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE DATE DIF	BITE TIME DIF		PRI VENDOR HAME OTH VENDOR PART MO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	A-68-E4-161F OSCILLATOR/TUBE ELECTRONIC	FAR	91011	AHR	1 2	YES SCHOIK HO 104186E-3-K	:
FAILURE MODE-ERRATIC OPERA ME VI CONTROL TUBE MITH ITE AL.	IIC OPERATION. OUTPUT FREBUENCY WAS UMSTABLE. FAILUME COMFIRMED. CAUSED BY INADEBUATE COMTACT OF T Mith Its Bocket, Failume mode was lost upon Removal of VS and When Reinserted; operation was morn	ON REMOVAL OF VS AM	ED. CAUSED D WHEN REI	BY IMADI HBERTED,	COPER	E CONTACT OF T ATION MAS NORM	
CORRECTIVE ACTION-WOME.							
INSTRUMENTATION-A/8 TELEMETRY SET AND TRANSDUC 8 ERS	#A-08-24-202-F BUSCARRIER OSCILLATOR TUBE	FAR	1170	AMR	45.	BENDIX 1040638-47	0 27 1 4 9
FAILURE MODE-CUT OF TOLERA ONTROL TUBE VI (\$714) ON OS	FAILURE MODE-CUT OF TOLERANCE, OUTPUT COULD NOT BE ADJUSTED OVER FULL BANDWIDTH, FAILURE DUE TO UNUSUAL EPPECT OF MTROL TUBE VI (S718) OM OSCILLATOR FREG AND DEVIATION:	OVER FULL BANDWIDT	H. FAILURE	DUE 10	280	AL EFFECT OF C	
CORRECTIVE ACTION-SINCE TH	CORRECTIVE ACTION-SINCE THIS OSCILLATOR IS 2 TO 3 YEARS OLD IT WAS RECOMMENDED THAT IT SE REFURBISHED.	IT MAS RECOMMENDED	THAT IT	E REFURBI	#HED	•	
INDTRUMENTATION-A/R TELEMETAT RET AND TRANSOUC IN	AA61-0153/PR-4CO-01-517 WIRING	COMPOSITE-S FACT	117D 611006	31	¥ 0	,	***************************************
FAILURE MODE-OUT OF TOLERA D ST D.8 VOLT TRANSDUCER PO	FAILURE MODE-OUT OF TOLERANCE, WIRING ERROR REBULTER IN A NUMBER OF MEABURENENTS OM A R.A VOLT CHAMMEL BEING EXCITE 1 BY D.S VOLT TRANSDUCER PONER BUPPLY,	UMBER OF MEASURENEN	18 A 18 P.	, volt ce	(A 8696E)	FEING EXCITE	
SYSTEM EFFECT-IMPROPER ANA	SYSTEM EFFECT-IMPROPER AMALOG SIGNALS. DATA FROW MEASUMERENTS INVALID.	TB INVALIO.					
VEHICLE EFFECT-MOME.							
CORRECTIVE ACTION-UNKNOWN.							1
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC I	AEGL-DSTE/GDAPS-SOL-DO-SO IANSDUC INSTRUMENTATION BEACON	FLIGHT	30K	£78-13	ð 3		
FAILURE MODE-OUT OF SPECIF	FAILURE MODE-OUT OF SPECIFICATION OR FOLGRANCE. LARSER THAM ANTICIPATED MOISE IN THE AMGLE TRACKING AND LATERAL RAT DATA WAS SECONDED DURING FLIGHT.	ANTICIPATED HOLDE	IN THE ANG	E TRACK	*	NO LATERAL RAT	
SYSTEM EFFECT-NONE, THE LA	STREEM EFFECT-WOME. THE LANGER THAN ANTICIPATED MOISE HAD NO ADVERSE EFFECT! ON STRING PERFORMANCE.	ADVERSE EFFECT! ON	. STOTEN P	INFORMANC			
VEHICLE EFFECT-MOME,							
ŕ			,			PAGE 0454	

***************************************	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORMS	UMENTATION SYSTEM'S	IRBORNE			_
8787EN 808-878	TEST/REFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOUNCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	DIF OTH	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-NOME.						
INSTRUMENTATION-A/E TELEMETAT BET AND TRANSDUC ERB	BB-E4-14E-F COMMUTATOR #070R	7 A R	611004 ETR	93,	MEED AND REEDE 1096485-48	• 7 0 6 8 •
FAILURE MODE-FAILED DURING AD ALIPPED FROM HOUBING. A 1	FAILURE WODE-FAILED DURING OPERATIOM-FAILED DURING CANISTER CHECKOUT DUE TO LOW ROTATIONAL SPEED, A SHAFT BEARING AD SLIPPED FROM HOUSING, A SHAFT KEEPER WAS MISSING, OME WRONG END PLATE SCREW USED AND OME MISSING.	CHECKOUT DUE TO LO NG END PLATE BCREW	M ROTATIONAL B UBED AND OHE M	SPEED. A . MISSING.	HAFT BEARING H	
CORRECTIVE ACTION-RESPONSIBILITY COULD UPE HIRTORY, BENDIX MONTROSE MOTORS ARE	CORRECTIVE ACTION-RESPONSIBILITY COULD NOT BE ISOLATED BUT THIS TYPE MOTOR IS BEING REPLACED DUE TO REPETITIVE FAIL. Ne history, bendix montrose motors are being installed on a retrofit program, action effective in december 1941.	THIS TYPE MOTOR IS REFRORIT PROGRAM.	MOTOR IS BEING REPLACED DUE TO REPETITIVE F. Program, action effective in december 1941.	DUE TO	EPETITIVE FAIL	·····
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	A-88-84-183-F COMMUTATOR-BRUSH	FAR	25E ETA	¥ 0	YES REED AND REESE NO 1098425-65	600
FAILURE MOE-FAIL DURING	L DURING CTERATION, THE MOTOR FAILED TO BTART DUE TO EXCESSIVELY MORN BRIUSHES.	RT DUE TO EXCERSIVE	LY WORN BRUSHE	÷		
CORRECTIVE ACTION-THE REE!	CORRECTIVE ACTION-THE REED AND REESE MOTOR WAR REPLACED WITH A BENDIK MONTROLE MOTOR. To replace failed motors has effective in december 1961.	H A BENDIX MONTROSE		OF LT REP	A RETROFIT REPLACEMENT PROGRA	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	ААВІ-ПІАВРІ-\$O\$-00-25 Соннитатою	COUNTDOWN	25E 11	4 C		***
FAILURE MODE-ERRATIC OFER TATION FROM THE CHANNEL E	AITIC OPERATION. DURING SECOND LAUNCH ATTEMPT: THE REPLACEMENT RPR TELEMETRY PACKAGE SHOMED NO COMMU. Hannel e commutator.	T. THE REPLACEMENT	RF& TELENETRY	PACKAGE	SHOWED NO COMMU	,
SYSTEM EFFECT-ERRATIC OFFRATION.	RATIC OFFRATIOM. OUNTDOWN ABDRIED, NO BECOMD BPARE PACKASE AVAILABLE FOR INMEDIATE REPLACEMENT.	VAILABLE FOR IMMEDI	ATE MEPLACEMEN	£		
CORRECTIVE ACTION-ABORT C	COUNTDOMM AND AMAIT DELIVERY OF A B	SECOND SPARE RFS PACKAGE.	KAGE.			
INSTRUCENTATION-A/B TELEMETAY SET AND TRANSDUC	A-98-24-193-f Oscillator Circuit Board	FAR 87-01266-18	6109ES ETR	. Š	YES BENDIK No TOE44	
FAILURE MODE-FAIL BURING -	FAILURE MODE-FAIL DURING OPERATIOM. CHANNELS I THRU 18 OF TELEPAK WERE REPORTED MOINY. FAILURE MAS COMFIRMED. CAUSE Mas loose terimal om the primted circuit Board.	ELEPAK WERE REPORTS	ID MOIBY, FAILL	AE WA C	CHFIRMED. CAUSE	

18 JUN 1986

		DIPFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	RUMENTATION BYBTEN'A	IRBORNE				
	BYBTEN BUB-BYBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	1 H 10	VENDOR NAME VENDOR PART NO	
	CORRECTIVE ACTION-VENDOR MICRO ADJUSTMENT, THIS EQ	-VEHDOR HAS REPLACED MANUALLY OPERATED BOLDERING EQUIPMENT WITH AIR OPERATED EQUIPMENT CAPABLE OF THIS EQUIPMENTS A HIGHER UNIFORMITY OF BOLDERING.	LDERING COUITMENT WI TY OF BOLDERING.	TH AIR OPE	RATED ES	11 P 16 R	T CAPABLE OF	
	IMBTRUMENTATION-A/B TELEMETRY BET AND TRANBDUC ERS	AE41-0541/FC-4CO-03-04\$	COMPCS TE-FACTORY	93D 810920		2 Q		11000
	FAILURE ADE-OUT OF TOLE OF BAND WITH EACH PROGRAM MITOR A BISHAL OF SREATER	OF TOLERANCE. CHANNEL MO. 11 MONITORING MEABUREMENT 8393M (PROGRAMMER CLOCK OUTPUT) PROGRAMMER CLOCK FULSE OUTPUT, THIS CONDITION RESULTED BECAUSE CHANNEL 11 MAS BEING GREATER THAN 5-0 YDC MITHOUT A YOLTAGE DIVIDER CONDITIONING CIRCUIT.	EABURENENT BSBSW (PR. TION REBULTED BECAUSE VIDER COMDITIONING C	OGRAMMER C E CHANNEL IRCUIT.	LOCK OUT	7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	DEFLECTED OUT UTILIZED TO NO	
	BVSTEM EFFECT-CPERATION	RATION TOO MIGH.						- Constant
	VEHICLE EFFECT-MONE- NO RETESTING MAS REGUIRED.	RETERTING WAS RESULRED.						
	CORRECTIVE ACTION-CIC AIR	-CIC 11883 WAS INITIATED TO INSTALL THE APPROPRIATE DIVIDER ON CHANNEL 21 AND WAS ACCOMPLISHED IN FLIGHT.	PPROPRIATE DIVIDER OF	N CHANNEL	3 ON 7 11	39 4CC	OMPLIBHED IN	
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	AE61-U695/FC-6CO-01-010	COMPOSITE-FACTORY	10F 610\$20		1 2		8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
	FAILURF MODE-FAIL DURING UING SIGNAL MAS MOT SEING	OPERATION-TLM MEABUREHENT BENT, THE VAW DEMODULATOR	863D INDICATED TORBUING OF THE YAW DISPLACEMENT GYRO WHEM A TORB In the TLM ACCESSORY PACKAGE WAS FAULTY.	THE YAW OF	SPLACEHE! TT.	iT 678	O MMEN A TORR	
	BYSTEM EFFECT-INFROFER ANALOG SIGNALS	MALOG BIGHALS.		•				
	VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RE-OCHEDULED, RE-RUN OF COMPOSITE MADE.	MADE.					
	CORRECTIVE ACTION-THE ACI	COMMECTIVE ACTION-THE ACCESSORY PACKAGE WAS REPLACED.	*					
	IMSTAUMENTATION-A/B TELEMETAT.BET.AND TRAMSDUC. ERB	COMMUTATOR MOTOR BRUSHES	ÇAR	25E	A M M	2 Q	REED AND REESE 1086483-58	
1	FAILURE MOL-OUT OF TOLES	TOLERANCE. CHANNEL A COMPUTATION MAE BLOW, PAILUME CAUSED BY EXCESSIVE WEAR OF NOTOR BRUSHES.	LOW, PAILUME CAUSED (PY EXCESS!	VE VEAR	74 NO.	OR BRUSHES.	····
	CORRECTIVE ACTION-HOTOR	CORRECTIVE ACTION-MOTOR BEING REPLACED WITH BENDIX MONTHORE MOTOR GFFECTIVE DEC 61.	E HOTOR EFFECTIVE DEC				and the second s	
1								
_								_

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

	BYBTEN BUB-BYBTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 71HE 01F	= X	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	80-R4-180F 816HAL COMDITIONER	7 A 78 77 - 1.20 0 0 0 - 40	1050 610920	Z .	7E\$ 60/C	3/0	•
	FAILURE MODE-FAIL DURING A TRANSVERTER MODULE, THE THE BIGNAL COMDITIONER WA	FAILURE MODE-FAIL DURING OPERATION, THE "ERVDC OUTPUT WAS OMLY "S TO "SYDC, FAILURE CONFIRMED AND ISOLATED TO THE A 8 TRANSVERTER WOULE, THE A-8 MODULE WOULD FAIL OMLY BELOW PLUS REVDC INPUT LEVEL, AN URGENT REPUEST FROM VAFS, FOR THE BIGNAL COMDITIONER WAS COMPLIED WITH AND THEREFORE THE REASON FOR THE A-8 MODULE FAILURE WAS NOT DETERMINED.	LY -8 TO -8VDC, FAELLUS REVOC INFUT LEVI EABON FOR THE A-8 H	LURE CONF EL. AM UR COULE FAI	IRMED ANG Gent Reg Lure was	1830 1831 1901	ATED TO THE A ROH VAFB, FOR ETERNINED.	
	CORRECTIVE ACTION-THIS WA THE UNIT TO VAFS, PRICE TO	CORRECTIVE ACTION-THIS WAS THE FIRST FAILURE OF THIS MATURE; SINCE THE CAUSE WAS NOT DETERMINED DUE TO BHIPMENT OF He unit to vafs, price to completion of far, this item was kept under surveillance by the reliability group.	SINCE THE CAUSE WA	S NOT DET	ERMINED () UE TC	SHIPMENT OF GROUP.	
	INSTRUCENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	A-SB-24-10TF TRANSDUCER POWER BUPPLY: REBISTER	FAR 87-11887-1	***********	£	22		******
	FAILURE MODE-OUT OF TOLER SISTOR R-S. RESISTOR RS AN RMALLY.	FAILURE MOSE-OUT OF TOLERANCE, DURING CHECROUT AS VOLTAGE OUTPUT COULD MOT BE ADJUSTED TO S VDC BY ADJUSTMENT OF RE Sistor R-s. Resistor Rs and Diode Cris Were found to have failed. They were confirmed as having been overloaded externally.	TPUT COULD NOT BE AC LED. THEY MERE COMP.	SUBSTED TO	HAVING BI	9 0 2 2 2 3	USTMENT OF RE ERLOADED EXTE	
	CORRECTIVE ACTION-ETR FIELD PE. VERLOADING OF THE POWER RUPPLT.	IOM-ETR FIELD FERBOWIEL WILL TAKE PREVENTIVE MEABURES TO PREVENT PUTURE PAILURES CAUSED SY EXTERNAL. He power supply,	EABURES TO PREVENT !	PUTURE PA	17.0868 67	VORED	BY EXTERNAL O	
	INSTRUMENTATION-A/B YELEMETRY SET AND TRANSDUC ERS	A-98-24-187F TRANSDUCER POWER SUPPLY	# - 4 # 8 # 4 # # # # # # # # # # # # # # #		THE STATE OF THE S	# Q	and the state of t	
	FAILURE MODE-FAIL DURING (PEO. CANSED BY RUNNED REBII VEALCADED.	AIL DURING OPERATIOM, A STABLE 3.0 VDC COULD NOT BE OGTAINED BY ADJUSTHENT OF R-6. FAILURE MAS CONFIR Funned rebistor R-8 and open biode CR-13. These components failed because the power bupply had been o	OT BE COTAINED BY AN E COMPONENTS FAILED	SJUSTHENT BECAUSE	OF R-4.		RE WAS CONFIR LY HAD BEEN O	
	CORRECTIVE ACTION-AMR PERI E FAILURE,	OM-AMR PERSONHEL BTATED THAT PREVENTATIVE MEABURES WILL BE TAKEM TO PREVENT A RECURRANCE OF THIS TYP	BURES WILL BE TAKEN	TO PREVE	et A RECL	IR A NC	E OF THIS TYP	
·	FMSTRUMENTATION-A/B TELEMETHY BET AND TRANSDUC ! E28	AD-24-185-F PREBURE TRANSDUCER	FAR 7-03780-8	116019	FACTORY	÷ 2	YES BOURNS INC	
	FAILURE MODE-FAIL DURING C 11Y COMTROL, REBIBTANCE E'E KEM MIPER A AND PIN C DUE 1	FAILURE MODE-FAIL DURING OPERATION, FAILED TO INDICATE AT ANY PRESSURE, FAILURE CAUSED SY POOR WORRAHSHIP AND GUAL 177 CONTROL, RESISTANCE F.ENEYT FRAYED ON OME END, WIRES WERE TOUCHING THE MANDREL CAUSED A SHORT CIRCUIT. OPEN BETW EEM MIPER A AND PIN C DUE TO EKCESSIVE CURRENT WHICH INDICATES THAT CIRCUIT WAS OVERLOADED.	Y PRESSURE, FAILURE TOUCHING THE MANDRI B THAT CIRCUIT WAS O	CAUSED B'	POOR WA	CIRCL	SHIP AND GUAL IIT. OPEN BETE	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBOAME

**** WAL 41

	***************************************			# P					٠	• .
VEHICLE BITE PRE VENDOR NAME DATE DEF TIME DEP OTH VENDOR PART NO		FACTORY YES SERVONIC NO	GROUNG, FAILURE CAUSED BY TRANSD	13 YEA NO	HIELD, ATTRIBUTED TO INPROPER NA	REGUESTED GUALITY CONTRCA. TO IMPROVE COMBTRUCTION TECHNIBUED AND INSPECTION PROCEDU. 3-ED-63 DUE TO LACK OF FUNDING.	ETR YES REED AND REESE. NO 1086465-38	A BRUSH PROBLEM.	76.8 WO	LOSH OF DATA.
DIF DATA SOURCE VEHICLE PART NUMBER DATE DE	D BUALITY CONTROL.	FAR 84-8 840881	TE BIGHAL ARM SHORTED TO T WORM AT THE WIPER AREA. URE OF THIS TYPE.	FAR 865 87-11390-5 010622	E BLING GROUNDED TO THE B	TO IMPROVE CONSTRUCTION TO DIME.	196010 E E E E E E E E E E E E E E E E E E	A STREM CHECKOUT BUE TO A MONTROSE MOTOR, A RETRO	COMPOSITE-FACTORY OF SIGERS	DEMCY BHIFTED. PREDUENCY WILL REDULT IN
TEST/REPORT MUMBER FAILED CONFONENT NAME	ALERTED TO IMPROVE WORKHAMBNIP AND SUALITY CONTROL.	AN-E4-180F PRESSURE TRANSDUCER	FAILURE MODE-OUT OF TOLERANCE, TRANSDUCER FAILED TO INDICATE BICHAL ARM SHORTED TO GROUND, FAILURE CAUSED BY TRANSD UCER DEING OUT OF TOLERANCE AND RESISTANCE ELEMENT WAS BANLY MORN AT THE WIPER AREA. CORRECTIVE ACTION-MONE, BINCE THIS IS THE FIRST KNOWN FAILURE OF THIS TYPE.	100 - 114 - 146 - 17 17 - 18 - 18 - 18 - 18 - 18 - 18 - 18 -	(ELECTRICAL), DUE TO WIRE BPLICE TOOTBEE DELING GROUNDED TO THE BHIELD, ATTRIBUTED TO INPROPER MA	UN-RAR 98-24-640 REGUESTED GUALITY CONTRCL TO IM ACTION CANCELLED 3-ED-63 DUE TO LACK OF FUNDING.	A-68-84-889-9 COMBUTATOR-BRUSH	FAILURE MODE-FAILED DURING OFERATION, MOTOR FAILED DUMING A BYBTEM CHECKOUT DUE TO A BRUSH PROBLEM. Corrective action-the hotor is to be replaced with a bendix montrose motor, a retrofit program is planned. (The act	AEG1-0834/FC-4CO-01-000 OBCILLATOR	IFT. THE AF MO. 2 CHANNEL S OSCILLATOR FRESURNCY SHIFTED. Mproper amalos signals. Shift in oscillator presurncy will result in Loss of Data.
STRIEN SUB-STRIEN	CORRECTIVE ACTIOM-VENDOR	INSTRUME-ITATION-A/B TELEMETRY SET AND TRANSDUC	FAILURE MOE-OUT OF TOLERAM UCER BEIMG OUT OF TOLERAM CORRECTIVE ACTION-MOME, 4	INSTRUMENTATION-A/B TELEMEIRT BET AND TRANBOUC ERB	FAILURE MODE-SHORT (ELECT NUFACTURE.	CORRECTIVE ACTION-RAR 98- REB. CORRECTIVE ACTION CAN	IMSTRUMENTATION-A/E IELEMEIRY BET AND TRANSOUC ERB	FAILURE WODE-FAILED DURING OFERATIO CORRECTIVE ACTION-THE HOTON IS TO B	INSTRUMENTATION-A/B FELEMETRY BET AND TRAMBOUC ERB	FAILURE MODE-DRIFT, THE R SYBTEM EPFECT-1MPROPER AN

**** ***

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

VENDOR HAME VENDOR FART NO		# D74000	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		683755		0.0 ***********************************				9 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2 A M & S M	L VERE BH
BITE PRI VEND	10#.	768 BENDIX	TLM MEABURENENT		43).	2	RAM BLOW. BPEE				YC3 NO	ER ONG HOUR.	OH AND PERBONNE
VEHICLE DATE DIF	W PROPER OPERAT	406	MOVENENTS AND	TLM SYSTEM.		*10019	MELS 15 AND 10				940 ETR	COMPLETELY AFT	CTION BUTERVIOL
DIF DATA SOURCE PART NUMBER	Ne RESULTED TO SHO	COMPOST TE-FACTORY	DICATED EXTRANEOUS FAULTY AND WAS REP	AN OPEN FOUND IN	CONFOSTE-J PACT	#F-11541-441	HOTOR FOR REI CHA			D AFTER TEST.	野・種類雑様か! 1年	THE CALIBRATION PU LY UNITE IF FAILED	ITY COMTROL. INSPE
TEST/REPORT NUMBER FAILED COMPONENT NAME	VEHICLE EFFECT-COMPOSITE RESCHEDULED. POST-COMPOSITE TESTIMS RESUIRED TO SHOW FROPER OPERATION.	RF PACKASE MAN REPLACED. AESI-O289/FC-8CO-G4-G4G UC TAN CANANIES		STRTEM EFFECT-IMPROPER ANALOG RIGHALS. ERRATIC RIGHALS AND AN OPEN FOUND IN TLM STRTEM. Venicle effect-composite delated. Tlm Package replaced.	DRY PACKAGE MAS REPLACED. AA81-0115/PE-4CO-03-111	COMMUTATOR MOTOR	FAILURE MODE-OUT OF EXPECTED TEST VALUE, 10 RFS COMMUTATOR MOTOR FOR RFS CHAMMELS 15 AND 16 KAM BLOW, SPEED VARIED As Low as 7.5 RPS WHEREAS MOMINAL SPEED 18 10 SPS PLUS OR HINUS D.S.	TOO LOM.		WHITTEN UP ON IREASES AND REPLACED AFTER TEST.	H6-98-24-177P Calibrator-Transistor	FAILURE MOE-FAIL DURING OFERATION, LURING A J-FACT TEST, THE CALIBRATION PULSE WAS ON CONTINUOUSLY. THE TRANSISTOR Was contaminated and could be hade to oferate internittantly until if Failed Cohpletely after one hour.	CORRECTIVE ACTION-RAR HG-18-24-E3-E3-E3-E3-E3-E3-E3-E3-E3-E3-E3-E3-E3-
879TEM 808-878TEM	WENICLE EFFECT-COMPOSITE	CORRECTIVE ACTION-THE RP INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	ERS FAILURE MODE-FAIL DURING DICATTO AM OFEM. THE TLM A	STRIEM EFFECT-IMPROPER AN VEHICLE EFFECT-COMPOSITE		TELEMETRY SET AND TRANSDUC ERS	FAILURE MODE-OUT OF EXPEC AB LOM AB 7.5 RPB MMEREAS	STATEM EFFECT-OPERATION TOO LOM	VENICLE EFFECT-MOME.	COARECTIVE ACTION-MOTOR W	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC- ERS	FAILURE MODE-FAIL DURING OF WAS CONTAMINATED AND COULD	CORRECTIVE ACTION-RAR H6-19-26-63ERETON OMNPHOTOGRAFUS OF DEFECTIVE MARKHIF,

**** **** ***

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRBORME

	まとうまとう Maria Pro Maria	CHESTATION STRIBLES	E E SALE			•
878TEM 808-878TEM	FESTFREPORT NUMBER FAILED CONFORMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	BITE TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
TRAMSOUC	H6-88-24-178F CALIBRATOR-WIRING	7.4R 7-12888-5	010010	ETR	2 Q	
FAILURE MODE-FAIL DURING ARE CAUSED BY FAULTY SOLDE	FAILURE MODE-FAIL DURING OPERATION. CALIBRATCR OUTPUT FAILED DURING J-FACT TEST DUE TO TRAMBIBTOR & 5 BHORTING TO C ARE CAUSED BY FAULTY BOLDERING AND TWO RESISTORS UNION MAD CHANGED IN VALUE.	D DURING J-FACT TER	T DUE TO	RAMBI B TO	8 \$ \$HORTING TO C	
CORRECTIVE ACTION-RAR H6"	16-88-26-63E REGUESTED INPROVED GUALITY CONTROL AND MORKHANSHIP, INSPECTION SUPERVISION AND OGRAPH OF DEFECTIVE WORRMANSHIP.	ITY CONTROL AND WORK	MAMBH10. 1	NBFECT10	BUPERVIBION AND P	
INSTRUMENTATION-A/B TELEMETRY SET AND TRAMBOUC ERS	AAS1-0111796-2CMO-03-1047CE COMMUTATOR MOTOR	COMPOSE TE-PRD/DPL	1040	1	W 7E 8	
FAILURE MODE-OUT OF SPECI	CLIFICATION, THE CHANMEL E COMMUTATOM VARIED IN SPEED FROM ED TO E., RPS. MOMINAL SPEED IS 30	N VARIED IN SPEED FR	ON 20 TO 1	1	MINAL BPEED IS 30	
STSTEN EFFECT-OPERATION 1	TOD LOW.					
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-REPLACE COMMUTATOR HOTOR.	E COMMUTATOR MOTOR.				AND THE SECRETARY PROPERTY AND THE PROPERTY OF	
1337RUMCHTATION-A/B FELEMETRY BET AND TRANSDUC ERB	AE&1-0275/FC-4CO-02-11& OSCILLA:OM	COMPOST TE-FACTORY	1160		NO NO	0 54 0
FAILURE MODE-OUT OF TOLE	FAILURE MODE-OUT OF TOLERANCE, CHANNEL & CACILLATOR HAD SHIFTED FREQUENCY.	IFTED FRESUENCY.	,	!		
	AMALOG BIGMALB, THE TLM OGCILLATOR FOR CHAMBEL & NAD BHIFTED FREGUENCY.	FOR CHANGEL & NAD &	TIPTED FRE			
VEHICLE EFFECT-COMPOBITE	THE MEMORITOR TO BE TO COMPOSE IN THE STREET OF THE STREET		•			
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	AES1-0275/FC-4CO-01-518 CALIBR: 78-8CLAT	CORPOSITE -FACTORY	1160	es, escalario de la constanta della constanta de la constanta de la constanta de la constanta	4£4 #0	
	FAILURE MODE-FAIL DURING OFERATION. TLM MEABUREMENT SESSO INDICATED ZERO ISM THRU OUT THE TEST. THE SIGNAL MAS NOT Ecelyed by the channel oscillator because of a Faulty pre-flisht calibration relay in the accessory packase.	INDICATED ZERO 18W FLIGHT CALIBRATION	THRU OUT T RELAY IN T	HE TEST. HE ACCESS	THE SIGNAL WAS NOT	
STATEM EFFECT-MOME.						· · · · · · · · · · · · · · · · · · ·
\$\$\dot\d\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\					PASE 0480	7.

Commission of the second commission of the commi

CONVAIR DIVIGIOR

18 1UM 1888

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	10101	0 4 4 4 9 9		**************************************		
AITE DIT VENDOR NAME			AS BUS ON EXTE	A & & C 4		N.1 WAS LOST. A
# 0 # 7 # 2		2 8	4	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	S S S S S S S S S S S S S S S S S S S	2 2 2
		ETE-36A -810	· ON · HEO	ETR TOR FAILV	KTR HOT BE	11 4 AND 13
VEHICLE DATE DIF	.0341460	1040	BRAL ON C	21-E 6107E8 TDOMN, NO	\$15 \$10728 UME COULD	BAP GADTE WANNELS A
DIF DATA BOUNCE PART NUMBER		COMPOSI 16-PRO / DPL	IT WOULD NOT 60 SHIE	FAR ERATE DURING A COUN F MONTROSE HOTOR. A L	FAR RF-01E60-F MING CCUNIDOM-FAIL	COUNTDOWN PB COMMUTATION ON CO
TEST/REFORT NUMBER FALLED COMPONENT NAME	E AESCHEOULED. PERSONNY SECURE UNS SEUCHER FRANK THE MIRARIES AND MAR BERAISED.	AA61-0103/P6-4CHO-08-104/C8	FAILURE WOOK-FAILED TO OPERATE AT PRESCRIBED TIME. TELEMETRY WOULD MOT 60 INTERNAL ON COMMAND. TEST WAS RUN ON EXTE MAL. BYBIEN EFFECT-OPERATION DOES NOT START. VEHICLE EFFECT-COUNTDOWN DELAYED. NOLD TIME & MINUTES.	CORRECTIVE ACTION-THE NOTOR IS TO BE REPLACED WITH A BENDIX MONTROLE MOTOR FAILURE LARGE TO A RETAIN THE NOTOR FAILURE MAY DUE TO A RRU	STRUMENTATION-A/B BB-24-144 LEMETRY BET AND TRANSDUC OSCILLATOR 27-01286-7 \$10726 ETR NO BENDIX FAILURE MODE-ERRITIC CPERATION. EXCESSIVE NOISE DETECTED DUBING COUNTDOMN-FAILURE COULD NOT BE CONFIRMED IN FACTORY COMPANENT CHECKOUT. COMPANENT CHECKOUT.	ELEMETATION-A/B AASI-DDSA/F1-501-DD-E4 COUNTOOMN 21F 11 VES ELEMETAT SET AND TRANSOUC TRANSHITTER #10728 NO
# 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	VENICLE EFFECT-COMPOSITE		FALLURE MODE-FAILED TO OFF RMAL. SYSTEM EFFECT-OFERATION DO VEHICLE EFFECT-COUNTDOWN I	CORRECTIVE ACTION-DERIGENT INSTRUCTORY SET AND TR., MSDUC C ERS FAILURE MODE-FAIL DURING O SH PROBLEM. CORRECTIVE ACTION-THE NOTO	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC OSCILLATOR FAILURE MODE-ERRATIC CRERATION, EXCESSIVE MOISE O COHNMENT CHECKOUT. CORRECTIVE ACTION-MOME-FAILURE MAS NOT COMPIRMED.	INSTRUMENTATION-A/B FELENETRY SET AND TRANSOUC I ERS FAILURE MODE-FAIL DURING O FTER SF MO. 1 MAS CHAMSED.

11 1UM 1988

HEROGRAPHE STREET STREETS STREETS STREET STREETS STREETS

	******		4 60 0 6 6 6		h # •		*****					
PRI VENDOR NAME			YES BENDIX	LY DETERNINED.	YES REED AND REED NO 1096485-48	A RETROFIT PROGRAM IS PLANNED. (THE ACT	YES BENGIX NO	STEAST INSIDE THE TR	PERCENT ELECTRICAL T	7£8 80		
VEHICLE BITE DATE BIF TIME DIF			D ETR	OT CONCLUSIVE	5 KTR 726	PROBLEM. OFIT PROGRAM	728 FACTORY	OR. A SOLDER	TION AND 100	ETA-13		
PART HUNBER DATE	Paparasina planta di proposa di p	RF NO. 1.	7-01-08-681 610727	TUBE CAUSE OF PAILURE NOT COME.	1110	TDOMN DUE TO A BRUSH WINGSE MOTOR. A RETRE	4 610728	V DEFECTIVE TRANSLBY(Cabe,	FLUOROSCOPIC EXAMINAL	COMPOSITE-S TACT 2P SECTION	. (NO FURTHER DATA).	
TEST/HEPORT NUMBER DI	ANALOG BIGHALB.	WN DELAYED-A MOLD WAS CALLED TO REPLACE RF MO. 1. Packades replaced Prior to Laumch.	98-84-144 08C1LLATOR-TUBE	AILURE MODE-AMORT GELECTI DISCOVERED IN FRESUENCY CONTROL TUBE CAUSE OF FAILURE NOT CONCLUSIVELY DETERNINED. CONRECTIVE ACTION-MONE, FIRST ANOMN PROSLEM OF THIS TYPE, NO ACTION CONSIDERED NECESSARY.	AG-98-24-171-F CORRUTATOR-BRUSH	FAILURE MODE-FAIL DURING OFERATION, MOTOR FAILED DURING A COUNTDOWN DUE TO A BRUSH PROBLEM. Corrective action—the motor is to be replaced with a bendix Montrose Notor, a retrofit proc on was effective in December 1961.3	98-24-143 COMPOSITE SIGNAL AMPLIFIER-TRANSIS ST-01879-1 TOR	TAILIME POGE-ERRATIC OPERALION-EXCEBBIVE MOISE WAS GENERATED BY DEFECTIVE TRANSISTOR, A SOLDER SPLASH INSIDE THE TR AUSISTOR ASE LEAD FORMED A CAPACITIVE LINK WITH THE TRANSISTOR CASE.	CORRECTI/S ACTION-YENDOR WAS RESUESTED TO PERFORM 100 PERCENT PLUOROGEOFIC EXAMINATION AND 100 PERCENT ELECTRICAL STING OF THE STARBISTORS PRIOR TO INSTALLATION.	AA61-0083/83-6CO-01-0W TLM CANISTER	FILLWRE MODE-OUT OF TOLERANCE. TLN & DISPLATED MOIST MF OUTPUT. (NO FURTHER DATA).	
M31676-GUS	STREE EFFECT-INTROPER AN	VEHICLE EFFECT-COUNTDOMN CORRECTIVE ACTION-BOTH PAC	INSTRUMENTATION-//B TELEMETRY BET AND TRANSDUC CERS	COURECTIVE ACTION-WOME, FI	INDIRUMENTATION-A/B TELEMETRY SET AND TRANSOUC (ERS	FAILURE MODE-FAIL DURING OFFRATION. CORRECTIVE ACTION-THE MOTOR 18 TO B 70M MAB EPECTIVE IN DECEMBER 1961-3	IF BIRUMENTATION-A/B FILEMETHY BLT AND TRANSDUC CETS	TAILIME POGE-ERRATIC OFERI	CORRECT! /S ACTION-YENDOR W	INITRUMENTATION A/B TELEMETAT BET AND TRANSDUC T	FAILURE MODE-OUT OF TOLERA	

*** *** **

DIPFICULTING BEVIEW-INDURENTATION BYBINE AMERICANE

ر مربة

	****							***	,			
VENDOR NAME VENDOR PART NO			BOURNS	TO 18 PSIG TO 7 IAS EXTERNAL TO	YES REED AND REESE NO 31 96485-48		ANNED. (THE ACT	1040638-10T	BY BROKEN WIRE	TAKEN TO PRECL	REED AND REESE 1096462-87	PASE 0463
1F OTH			5 m	AL 17 AUSE 1	2.0		ž	# Q	AWSED	# I I I	₹ ₹	
817E			1	4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	ETR	9LEM.	ROGRAM	E.		* **	# #	
VEHICLE SITE DATE DIF TIME DIF		CC TEO.	195	UPTLY FROM CLUDED THAT	21E 615720	DRUBH PRO	RETROFIT P	61071.	HING VIBRAT	THAT STCP	1110 410718	CCROUT,
DIF DATA BOURCK PART NUMBER	brack formermanismismismismismismismismismismismismismi	PROBLEM MAS CORRE	FAR 87-01841-7	PRESSURE INDICATION DROPPED ABRUPTLY FROM A NORMAL 17 TO 18 PSIG TO F WHERE IT STABILIZED, 17 MAS CONCLUDED THAT THE CAUSE WAS EXTERNAL TO	FAR	COUNTDOWN DUE TO A	HONTRUSE HOTOR, A	FAR	MO NOIBY OUTPUT DW	TENDOR ACKNOWLEDGE	falt	URING A STRIK CHI
TEST/REPORT NUMBER FAILED COMPONENT NAME	CRATION. DATA MAS OBSCURED ST MOISE.	VCHICLÍ EFFECT-MOME. COMRECTIVE ACTION-CANIBTER REMOVED AND BENT TO TLM LAB WHERE PROBLEM MAS CORRECTED.	PRESSURE TRANSCUCER		THE FAILURE WAS NOT CONTINUES. A-98-24-172-F COMMUTATOR-BRUSH	OPERATION, THE MOTOR FAILED DURING COUNTDOWN DUE TO A BRUSH PROSLEM.	CO'RECTIVE ACTION-THE MOTOR IS TO SE REPLACED WITH A SENDIK MONTROSE MOTOR. A RETROFIT PROGRAM IS PLANNED. (THE ACT Om mas effective in December 1961.)	HG-38-24-157-F OGCILLATOR	RATION, "WETABLE OUTFUT PREGUENCY AND NOISY OUTFUT DURING VIRRATION, CAUSED BY BROKEN WIRE Wire at pin 1 of Tube Y1.	MAS HOTIFIED OF POCE MORRHANSHIP. VENDOR ACKNOWLEDGED THAT STEPS HERE BEING TAKEN TO PRECL	A6-38-24-188-F COMMUTATOR	RATION, MOTOR WAS SLOW AND KRRATIC FURING A STREM CHECKOUT.
X31414 X31414	STATEM EFFECT-ERRATIC OF	VEHICL CFFCT-MOME, COMMECTIVE ACTION-CAMBTE	INITRUMENTATION-AFB TELEMETRY SCT AND TRANSDUC	ENILURE MODE-ERRATIC OPERATION, THE FUEL TANK TO & PAIG AND LATER RETURNED TO AT TO 18 PAIG THE TRANSDUCER,	CORRECTIVE ACTION-MOME, T	ERB FAILURE MODE-FAIL DURING	CO RECTIVE ACTION-THE NOTOR IB TO B	INST UMENTATION-A/B TELC-ETRY BET AND TRANSDUC ERS	FAILURE MODE-ERRATIC OPERATION. AT PIN 13 AND A GROUNDED MIRE AT	COPRECTIVE ACTION-YENDOR	INSTAUMENTATION-A/B TELE-CTRY BET AND TRANSDUC ENS	FALLINE MODE-ERNATIC OPER.

18 JUN 1988

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRGORNE

	•		•					g _e			•					
								***************************************		_	*****					
VENDOR NAME VENDOR PART NO		A BENDIK MONTRO		EABUREMENT 1930				REED AND REESE 1098485-38		RS ARE TO BE RE MBER 1941.)	VES BENDIX	WHEN THE CONTS				PAGE 0464
SITE PHI TIME DIF OTH		EPLACED WITH A	04 04	READING FOR M				CM MTR		B FOUND. NOTOL	S C S	TATED CHAMMEL Amitted.				
VEHICLE DATE DAF		18 TO BE R. R. 1961.3	4 6F 610714	TOLERANCE		ġ		610705	N CHECKOUT.	MATERIAL WA	4 34 610701	M THE COMU				-
DIF DATA BOURCE PART NUMBER		HALVBIB, THE MOTOR PECTIVE IN DECEMBE	COMPOSITE-FACTORY	NDICATED AN OUT OF AMERO.	MITTED.	E TESTING PERFORME			URRED DURING BYSTE	SIVE ERODED BRUSH PLANNED. (THE ACTI	COMPOSITE-FACTORY	SOG PERCENT IBM OF THE F	COMMUTATED BIGNAL.	FORMED.		
TESTARPORT NUMBER FAILED COMPONENT NAME		CORNECTIVE ACTIOM-FAILURE COULD NOT BE DUPLICATED DURING ANALYBIB. THE MOTOR IS TO BE REPLACED WITH A BENDIK MONTRO Se wotor. A retropit program is planned. (The action was eppective in december 1961.)	AE41-0432/FC-4CO-02-004 OBCILLATOR	FAILURE MOSE-OUT OF TOLERANCE, CHANNEL MO, 4 OF RF NO. 2 INDICATED AN OUT OF TOLERANCE READING FOR MEASURENENT 1930 V. IT WAS FOUND THAT THE OSCILLATOR CENTER FREQUENCY HAD CHANGED.	STATEM EFFECT-IMPROFER AMALOG SIGNALS. INFROFER DATA TRANSMITIED.	VEHICLE EFFECT-COMPOSITE DELATED. ADDITIONAL POST-COMPOSITE TESTING PERFORMED.	RF FACKAGE WAS REMOVED AND REPAIRED.	A-08-R4-143-F CO48-U1ATOR	OPERATION, INTERMITTENT OPERATION OCCURRED DURING BYSTEM CHECROUT.	E COULD MOT BE COMFIRMED BUT EXCLBBIVE ERODED BRUSH MATERIAL MAB FOUND. MOTORS ARE TO BE Rose motor. A retroffit program is planned. The action was effective in december 1981.)	AE61-0233/FC-#CO-01-00\$ TLM CANISTER	FAILURE MODE-OUT OF TOLERANCE, MEABURENENT 1930Y INDICATED 100 PERCENT 18W OM THE COMUTATED CHAMMEL WARM THE COMTS Muous chammel imdicated 72 percent, a maximum deviation of 8 percent of the former 18 permitted.	STRIEM EFFECT-MOME, CONTINUOUS SIGNAL IS BACKED UP BY THE COMMUTATED SIGNAL	VENICLE EFFECT-CCMPOSITE RESCHEDULED. COMPOSITE RETEST PERFCRMED.	TLM PACKAGE WAS REPAIRED.	AND SERVICE AND
BYBTEN BUB-SYSTEM		CORMECTIVE ACTION-FAILURE	INSTRUMENTATION-1,/8 AEEL-DESE/FC-6CO-D2-DD6 TELEMETRY BET AND TRANSDUC OBCILLATOR ERS	FAILURE MODE-OUT OF TOLE!	SYSTEM EFFECT-IMPROFER AL	VEHICLE EFFECT-COMPOSITE	CORRECTIVE ACTION-THE RF	INSTRUMENTATIOM-A/B TELEMETRY SET AND TRAMSDUC ERS	FAILURE MODE-ERRATIC OPES	CORRECTIVE ACTION-FAILURE COULD WOT PLACED WITH A BEHDIX NOWIROSE MOTOR.	IMSTRUMENTATION-A/B AEGI-0233/FC TELEMETRY LET AND TRANSOUC TLM CAMISTER ERB	FAILURE MODE-OUT OF TOLER MUOUS CHANMEL INDICATED 72	SYSTEM EFFECT-MOME, CONTI	VEHICLE EFFECT-COMPOSITE	CORRECTIVE ACTION-THE TLN	

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

BVBTEN BUG-B'BTEN	TESTREFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	11 ME 01F	# 0 # 7	VENDOR BANZ	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUCERS	AESI-ORS3/FC-ECO-DI-ODS TLM CANISTER	COMPOSITE-PACTORY	910701	CTR-13	YES BENDIK NO	# 1 O#	
FAILURE MODE-FAIL BURING CENT 18W WAS EXPECTED.	FAILURE MODE-FAIL DURING OPERATION, THE MASTER PULSE FOR CHANNEL. ENT 1844 HAS CRPECTED.	C OF RP 160	1, INDICATED	0 PERCEN	2	O PERCENT IBN WHEN SOO PER	
BYBIEM CFFECT"IMPROPER DI Extremely Mard.	BTSTEM CFFECT-IMPROPER DISCRETE BIGHALS. THE MASTER PULSE FOR CHANNEL EXTREMELY MARD.	FOR CHANNEL C WAS HO	T PROPER AN	O MONTO	MAKE D	C WAS HOT PROPER AND MOULD MAKE DATA RETRIVAL	
VENICLE EFFELT-COMPOSITE	VEHICLE EFFELT-COMPOSITE DELAYED. POST COMPOSITE TESTS RESUIRED TO DEMONSTRATE PROFER OPERATION.	NURED TO DEWONSTRATE	PROPER OPE	RATION.			
CORRECTIVE ACTION-THE RF	PACKAGE NAB REMOVED AND REPAIRED.	_					
INSTRUMENTATION-A/B 98-24-150 TELEMETRY SET AND TRANSDUC OSCILLATOR ERS	98-24-130 OSCILLATOR	7 A R R 7 - C1 R 60 - 5 1	22E 610630	ETR	98 93.	DEMO 1 X	*****
FAILURE MODE-FAILED DURIN NOT BE COMFIRMED.	DURING OPERATION. OBCILLATOR WAS REJECTED FOR NO CHANNEL & BUBCARRIER SIGNAL. THE FAILURE COULD	TED FOR NO CHANNEL &	PUPCARRIEN	6 16HAL.	7 X	AILURE COULD	
CORRECTIVE ACTION-MONE, 8	SINCE THE FAILURE WAS NOT COMPIRMED.	ġ					
INSTRUMENTATION-A/D TELEMETRY BET AND TRANSDUC ERB	38-24-142 Filter Abbengly, Wiring	FAR RY-18800-1	\$10628 F	FACTORY	4 C 4 C 4		5 5 6
FAILURE MODE-OPEN (ELECTR LLIME LGOBE.	FAILURE MODE-OPEN (ELECTRICAL). THE OUTPUT VOLTAGE COMTROL POTENTIONETER WAS FOUND OPEN DUE TO BOLDER COMMECTION PU LING LGOSE.	. POTENTIONETER WAS F	OUND OPEN D	75 50 80	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	DANECTION FU	
CORRECTIVE ACTION-PERSONN OF THIS FAILURE.	CORRECTIVE ACTION-PERSONNEL WERE ALERTED TO MAINTAIN BURVEILLANCE ON THIS PART IN AN EPFORT TO DETECT A RECLIRENCE F THIS PAILURE.	ILLANCE ON THIS PART	IN AN EFFO	AT TO DE	TECT A	RECL RENCE	·
INSTRUMENTATION-A/B Teeenstry bet and transoug erb	80-24-130-7 R.F. BELTCH	FAR	1110	CTA	7ES TR NO TS	ТИАМЭСО РЯОВИС ТВ СО. 11360-16	<u> </u>
FAILURE MODE-OFTH (ELECTRICAL), BMITCH Caubed by am imadebuately bealed unit,	FAILURE MODE-OFFIN (ELECTRICAL), BWITCH WOULD MOT OPERATE DUE TO CORROBIOM AND AM OPEN COIL AT THE PUBLITYE TERMINAL Caubed by am inadebutely bealed unit,	UE TO CORROSION AND	N OF EN CO.	1 AT THE	11001	LVE TERMINAL	
	ay edisk menadi maraning penaman penaman and semble and the sales of the same and and and					PAGE DAUS	

**** HOT #1

DIFFICULTIES REVIEW-INSTRUMENTATION STOTES AIRSORME

SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DATE DATE	DIF OTH VICNOOR PART NO	2
M-VENDOR	PROVED	SEALING OF THE COAX	THE COAKIAL CONNECTOR.		******
	98-24-139 Harkss	E < P	# 25 E E E E E E E E E E E E E E E E E E	YES NO	* * * * * * * * * * * * * * * * * * *
FAILURE MODE-OPEN (ELECT) BUTED TO POOR WORRMANSHIP.	LECT! THE HARMESS FAILED A FULL TEST RESULTING IN BREAKING OF VARIOUS STRANDS. FAILURE IS ATTRESHIP.	ULTING IN BREAKING	OF VARIOUS STE	IANDS. FAILURE 18 AT1	-
CTIVE ACTION-UNKNOWN	CORRECTIVE ACTION-UNKNOWN, INSPECTION WAS INSTRUCTED TO ASSUME THAT DISCREPANCIES OF THIS TYPE DO NOT OCCUR AGAIN.	UNE THAT DISCREPANC	IES OF THIS TVI	IE DO NOT OCCUR AGAIT	•
INDIRUMENTATION-A/B TELEMETRY RET AND TRAUSDUC ERS	A-A9-24-187-F COMMUTATOR-BRUSH	FAR	610623 8AN DITE	YEL REED AND MO 1094485-5	REESE 80031
FAILURE MODE-FAILED TO OPERATE CAUSED BY EXCERBIVE BRUSH MEAR.	TO OPERATE AT PRERCRIBED TIME, MOTOR MOULD NOT STAFT DURING CHECKOUT DUE TO POUR SRUSH CONTACT HAUSH MEAR: A POOR BUALITY BRUSH INITIATED FAILURE.	ULD MOT STAFT DUREN ED FAILURE.	M CHECKOUT DUE	TO POOR SRUSH CONTAIN	-
CORRECTIVE ACTION-THE MOI	CORRECTIVE ACTION-THE MOTOR 18 TO BE HIPLACED WITH A BENDIM MONTROBE HOTOR. A RETROFIT PROGRAM IS PLANKED. THE ACT ON WAS EFFECTIVE IN DECERTER 1941.)	MONTRUEE HOTGR. A	RETROFIT PROGR	AM IS PLANNED. (THE	5
INSTRUMENTATION-A/# TELEMETAT SET AND TRANSDLC ERS FAILURE MODE-OUT OF TOLES	AESI-GOLJYFC-4CO-GIG-GGS CCHPOSITE-FACTORY GSD YES ISOLC COMMUTATOR-MOTOR TOLERANCE, CHANNELS A; C AND E COMMUTATOR MOTOR INDICATED VARIATIONS IN SPEED, NOISE OF UP TO	CCHPOSITE-FACTORY ON MOTOR INDICATED	080 610820 VARIATIONS IN	YES NO NO PPEED, NOISE OF UP T	
z =	LB A AMO C				
LE EFFECT-COMPOSITE	YEMICLE EFFECT"-COMPOSITE RE-SCHEDULED, "CONT-COMPOSITE TESTING REBUIRED. Corrective actiom-the commutator hotor was replaced and commutator assensey was cleaned, guring subsequent tests th	NG REGUIRED. MUTATOR ASSEMBLY W	NB CLEANED. GUR	ING SUBSEQUENT TESTS	Ī
E HOTOM AGAIN FAILED AND VINGTRUMENTATION-A/S TELEWEYRY BET AND TRANSDUC	AND WAR HETEROS. SB-E4-137 SB-E4-137	FAR RY-01849-41	17C 67R	TES SENDIX NO	1
FAILURE MODE-ERRATIC OFFI Y. CAUSE MOT DETERMINED.	OPERATIOM, DURING BYBTEM CHECKOUT THE OBCILLATOR OUTPUT VOLTAGE WAS LOW AT THE CENTER PREBUENC.D.	OSCILLATOR OUTPUT	VOLTAGE WAS LOW	AT THE CENTER PRESI	, ,
				PAGE 0480	0

**** *** **

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRSORME

PRI VENDOR MANE OTH VENDOR PART NO	•	YES 000430	БАМО МІОТИ. А VALUE	ON. ABSEMBLY.	YES REED AND REESE 698305 No 1086489-35	EN CHECKOUT DUE TO P	YES BINDIX ABS34E	AILURE MOT CONFIRME E VICINITY OF THE JA	YER NO	
VEHICLE BITE PRI		4.610610	AS 10 PERCENT OF A SIGNAL OUTPUT.	TE PROPER OPERATE	17E ETR 610512	ATION DURING BYST	17E ETR-11	ITS CAT AND CSS. THE CERCUIT IN TH	27E 087F1.	
DIF DATA BOUNCE PART NUMBER		COMPOSITE-FACTORY	MO. 3 CHANNEL 32 M.	GUIRED TO DEMONSTRA ORT WAS CLEARED PROF	FAR	NG.	45. OFC. 1988	SHORT BETWEEN SECKEL MAYE BEEN SHORTING : OTING.	COUNTDOMIN	
TEST/REPORT NUMBER FAILED COMPONENT NAME		AE81-UXBZ/FC-6CO-UB-DD4 COMMUTATOR	FAILURE MODE-ELECTRICAL SHORT. THE NEGATIVE PEDESTAL OF RF, NO. 3 CHANNEL 32 MAS 10 PERCENT OF BAND MIDTH. A VALUE We re percent 18 expected. System effect-improper analog signal-partial short of tlm commutator caused Lim signal output.	VEHICLE EFFECT-COMPOSITE DELATED. POST COMPOSITE TESTIMS REQUIRED TO DEMONSTPATE PROPER OPERATION. Corrective action—the camister has removed and a partial short has cleared from the computator ass	A-95-24-131-F COMMUTATCR-ERUSH	FAILURE MODE-FAIL DURING OPERATION, NO INDICATION OF CHANNEL 1D COMMITATOR ROTATION DURING BYBTEN CHECKOUT DUE TO Oor brush comtact due to inproper purition of the Brush Gpring,	A-38-24-133F COMMUTATOR 87-1235-808	FAILURE MODE-SHORT (ELECT). COMMUTATOR HAD AN INTERNITIENT SHORT BETWEEN BEGKENTS CAT AND CSS. FAILURE MOT CONFIRME 1. ST IS PROBABLE THAT A LOOSE WIRE OM A FOREIGN MATTER MAY HAVE BEEN SHORTING THE CIRCUIT IN THE VICINITY OF THE SA K: MHEREUPON THE PARTICLE SECAME DISLOSED AFTER TROUBLESHOOTING. CORRECTIVE ACTIO4-UNKNOWN,	DA488/01-808-00-27 Harmer	A PRINCIPAL PROPERTY OF THE PRINCIPAL PROPERTY OF THE PRINCIPAL PRINCIPAL PROPERTY OF THE PRINCIPAL PRINCI
BUB-BYETEN	CORRECTIVE ACTION-NOME.	IMBTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC- ERS	FALLURE MODE-ELECTRICAL S. OF SO PERCENT IS EXPECTED. SYSTEM EFFECT-IMPROFER AN	VEHICLE EFECT-COMPOSITE CORECTIVE ACTION-THE CAN	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC-	FAILURE MODE-FAIL DURING OCR BRUSH CONTACT DUE TO E	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC (FAILURE MODE-SHORT (ELECT) D. 37 18 PROBABLE THAT A LO CA. MHEREUPON THE PARTICLE CORRECTIVE ACTION-UNKNOWN,	INSTRUMENTATION-A/B TELEMETRY SET AND TARHSDUC P	

and you are not to the second of the second
1941 MAF 81

DIFFICULTIES REVIEW-INSTRUMENTATION STSTEM-AIRBORME

#34#A	TERTARFORT NUMBER	DIF DATA SOURCE	VEHICLE	3118	BITE PRI VENDOR NAME	9	
AUG-BYBTEN	FAILED CONFOMENT NAME	FART HUMBER	DATE 017	11 × 0 1 × 1	OTH VENDOR PA	2	
SYSTEM EFFECT-IMPROPER DISCRETE SIGNALS.	SCRETE SIGNALS.						
VEHICLE EFFECT-COUNTDOWN	VEHICLE EFFECT-COUNTDOWN ABORTED, GUIDANCE FAIL ILLUMINATED RED.	ED RED.				,	
CORRECTIVE ACTION-INSTRUM	MSTRUMENTATION CHANGED.						
INDTRIMENTATION-A/B TELEMETAT BET AND TRANSOUC ERB	Nabuc Oscilla for	FAR 87-18371-1	17K 61060E	ETA	MO BENDIX MO 1052094-76A	5	
FAILURE MOSE-ERRATIC OPER BOLATED TO THE SUBCARRIER	FAILURE MODE-ERRATIC OPERATION. DURING BYSTEM CHECKOUT RF-1 EXHIBITED EXCEBBIYE MOIBE OM CHAMMEL BEVEN. CAUBE MAB Bolated to the subcarrier obsillator. Failure not confirmed.	-1 EXHIBITED EXCEDS!) D.	7E NO18E O	4 CHANNEL	BEVEN, CAUBE	1 8 7 1	
CORRECTIVE ACTION-NONE, B	BINCE THE FAILURE WAS NOT CONFIRMED.	£0.					
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	AE61-DE74/FC-4CO-D3-111 POMER BUFFLY	COMPOSI TE-FACTORY	1110		VE &		699534
FAILURE MOCE-FAIL BURING UT THE TEST, THIS WAS CAUS	FAILURE MODE-FAIL DURING OPENATION-THE MEGATIVE GATE OF CHAMMEL 14. IT THE TEST, THIS WAS CAUSED BY A FAULTY MEGATIVE GATE POWER SUPPLY.		MOLCATED E	XCEBBIVE D	RF HO.S INDICATED EXCESSIVE DISTORTION THROUGHO	зопено	
STSTEM EFFECT-ERRATIC OPE	1C OPERATION-TLM STRIEM WOULD TRAMBMIT ERRATIC OR DISTORTED SIGNALS.	ERRATIC ON DISTORTE	D BIGHALS.				
VEHICLE EFFECT-NOME.	VEHICLE EFFECT-NOME. CORRECTIVE ACTION-POST-ACCEPTANCE REMORK WILL INCORPORATE A FILTER ABBENRLY TO ALLEVIATE THIS PROBLEM.	A FILTER ABSEMBLY TO	O ALLEVIAT	E THIS PRO	₩.		
INSTRUMENTATION-A/B	4B-24-158	#A#	118019	13	7E\$		*****
TELEWETRY BET AND TRANSOUC ERB	T. B. T. F. C.				ł		
FAILURE MODE-OPEN (ELECTRICAL), FAIL CONNECCONNECTOR 102VIPZ AND PIN 1 OF CONNECTNE USE OF AN INPROPER CRIMPING TOOL.	FAILURE MODE-OPEM (ELECTRICAL), FAILURE MAS DUE TO AN OPEN CIRCUIT IN WIRE USISAZE, THIS WIRE IS BETWEEN PIN AA OF CONNECTOR SORY OF CONNECTOR SOUPE, FAILURE OF THE SPLICE WAS CAUSED BY POOR MORKMANSHIP KESULTING FROM THE USE OF AN IMPROPER CRIMPING TOOL.	N CIRCUIT IN WIRE US THE SPLICE WAS CAUS	11428, TH1 ED BY POOR	S WIRE 18 MORKHANSH	BETWEEN FIN	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	
CORRECTIVE ACTION-UNKMOWM.	**		is representation of the second of				
					944	PACE DAGG	

*** ***

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	FAILTO COMPONEME MANE	PART NUMBER	DATE DIF TIME DIF	OTH VENDOR PA. NO	
₹	AA81-008£/P3-FCO-G1-16 Сомнитатов	COMPOSITE-S ZACT	10E 13	7£8 NO	*
FAILURE MODE-FAIL DURING C BYBILM EFFECT-OFERATION BI	FAILURE, MODE-FAIL DURING OPERATION, COMBUTATION ON RF 1; CHANNEL A LOST DURING TEST. CAUSE UNKNOWN, Systim effect-operation stops prematurely, channel a combutation stopped prematurely.	ATION STOPPED PREMATOR	TEST. CAUSE UNRM FURELY.	ž	
EFFECT-COUNTDOWN C	VEHICLE EFFECT-COUNTDOMM DELAYED. TEST DELAYED TO REPLACE AF 1 PACKAGE.	F & PACKAGE.			
CORRECTIVE ACTION-REPLACE	PLACE RF 1 PACKAGE.				
INSTRUCENTATION-A/B TELEMETRY BET AND TRANSPUC C	98-24-126 COMMUTATOR-MOTOR	FAR	18E ETR 610315	YES REED AND RECAE NO 1096483-3-9	***************************************
FAILURE MODE-FAILED DURING DISCLOSED THAT BOTH BRUSHE BLOTS, FAILURE WAS CAUSED E ESISTANCE,	DURING OPERATION. DURING BYBILMS CHECKOUT THE MOTOR WAS REJECTED FOR FAILURE TO START, AMALYSI. BRUSHES WERE WORN NO SHORT THAT THE BRUSH SPRINGS WERE RESTING ON THE TOP EDGE OF SRUSH HOLDER URED BY WORN BRUSHERS WHICH RESULTED IN THE LOSS OF BRUSH PRESSURE AND INCREASED BRUSH CONTACT (CKOUT THE MOTOR WAS REJECTED FOR FAILURE TO START, ANALYSIS BRUSH SPRINGS VERE RESTING ON THE TOP EDGE OF SRUSH HOLDER IN THE LOSS OF SRUSH PRESSURE AND INCREASED SRUSH CONTACT R	ECTED FOR FAILURE FING ON THE TOP ES TERSURE AND INCRE!	TO START, ANALYSIS GE OF SRUSH HOLDER SED BRUSH CONTACT R	
COMPECTIVE ACTION-CONVAIR	COMPECTIVE ACTION-COMVAIR 15 MON REPLACING THE YEM MOTORS WHEM OPERATING TIME EXCEEDS 50 MOURS AND OM JENT BASIS BECAUSE OF BRUSH LIFE PROCLEMS.	WHEN OPERATING TIME	EXCEEDS SO HOURS	AND OM A PRIOR TO F	
INSTRUMENTATION-A/B	AEG1-0274/FC-4CO-01-111 COMMUTATOR NOTOR	COMPOSITE - PACTORY	1110 #1050#	7£3 NO	******
FAILURE HODE-FA,L DURING C B IB ALLOWABLE, THIB CONDII	FAILURE HOGE-FAUL DURING CPERATION-THE CHANNEL E COMMUTATOR INDICATED A BPEED OF SRUD RPS WHEN A NAKIMUM OF SLUB RP Usb allowable. This combittion was attributed to Speed Puriations of the Commutator Notop.	HUDICATED A BPEED (OF SR.O RPS WHEN A	HAXIMUM OF S1.9 RP	
BYSTEN EFFECT "NOME, COMMUT	COMBUTATOR SPEED DID NOT HINDER COMPOSITE EVALUATION	TE EVALUATION.			
VEHICLE EFFECT-MONE, COMMI.	COMMUTATOR SPEED TO BE AGJUSTED AT THE TIME T IR/D AND REPARATED.	8	OTHER POST-ACCEPTANCE REWORK.		
INSTRUMENTATION-A/B TELEMETHY BET AND TRANSCUC CERS	AE61-0182/FC-8CO-01-038 COMMUTATOR MOTO:	COMPOSITY-FACTORY	810303	YES BENDIX NO	
FAILURE MODE-ERRATIC OPERA Indicated PPERCENT MOISE,	OPERATION, MF NO. B CHANNEL 11 IMPICATED EXCESSIVE COMMUTATOR SPEED VARIATIONS AND CHANNEL. Se.,	ED EXCEDSIVE COMMUTA	NOR SPECS VARIATI	ONS AND CHANNEL 12	
				7462 0488	

9001 MAP 91

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRBORNE

						Control of the Contro	
	BYBYER BUB-BYBYKA	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART MUMBER	VEHICLE DATE 31F	BITE P	SITE PRE VENDOR NAME TIME DIF OTH VENDOR PART NO	
	STREE EFFECT-CARATIC OF	RATIC OPERATION. COMMUTATOR BPEED HAD EXCESSIVE SPEED VAPATIONS.	SIVE SPEED VAFATION				0070
	"EHICLE EFFECT-COMPOSITI	THICLE EFFECT-COMPOSITE RESCHEDULED, COMPOSITE RERAM.					
	CORRECTIVE ACTION-UNIT IR/D AND REPLACED.	IR/D AND REPLACED.					
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSTU-	B 68-84-188 TRANS TUC COMPUTATOR WOTOR	£4.9	10201e	* *	YES PEED AND REESE NO 1096485	:
	FAILUAE MODE-ERRATIC OPERATION. DISASSEMBLY DISCLOSED THAT THE NOF THE BRUSH HOLDERS. FAILURE MABRUSHES AND COHHUTATOR SCEMENTS.	FAILURE MODE-ERRATIC OFERATION, DURING A COMPOSITE TRRT THE MOTOR BLOWED DOWN, STOPPED DISASSENDLY DISCLOSED THAT THE BRUSH SPRINGS OF THE BRUSH HOLDERS, FAILURE MAG CAUSED BY THE WORM BRUSHES AND THE RESULTING LOSS OF BRUSHES AND COMMUTATOR SCENENTS,	HOTOR BLOWED DOWN. HORT THAT THE BRUEH S AND THE REBULLING		OMENTARILY KRE MESTIN OSITIVE CO	STOPPED MOMENTARILY, THEN RESTARTED. SPRINGS WERE RESTING ON THE TOP "DSE LOSS OF POSITIVE CONTACT BETWEEN THE	
	CORRECTIVE ACTION-CONVAIR 18 NOW HEG TOTAL OPERATING TIME EXCEEDS 59 HOURS	CORRECTIVE ACTION-CONVAIR IS NOW RECORDING COMMUTATOR ASSEMBLY OPERATING TINE AND REPLACING COMMUTATOR MOTORS WHEN OTAL OPERATING TIME EXCEEDS 50 HOURS	BLY OPERATING TINE	AND REPLA	11MC COMHUT	ATOR MOTORS MHEN	
	IMSTEMENTATION-A/B TELESIETAT BET AND TRANSOU	B AA&1-DO&1/P1-/CO-D3-1R TRANGOUC COMMUTATOR	C.MPOBLTE-J FACT	175 0104#8		4E.0	•
	FAILURE WOSE-ERRATIC OF	FAILURE MODE-ERRATIC OPERATION. DURING THE FACT THE S RPS COMUTATOR IN UP NO.S STOPPED FOR 3D SECONDS AND STARTED CALM	COMMUTATOR IN RF NO.	8 STOPPED	FOR 30 BEC	CHOS AND STARTED	
	BYSTEN EFFECT-OPERATION THEN STARTED AGAIM.	BYSIEN EFFECT-OPERATION STOPS PRENATURELY. WE RF NO. 3 5 RPS COMMUTATOR STOPPED FOR 50 STCONDS DURING THE FACT AND THEN STARTED AGAIN.	IPS COMMUTATOR STOPP	ED FOR 30	STCONDS DI	RING THE FACT AND	
	YEHICLE EFFECT-MONE.					,	
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	AE61-0245/P4-401-00-100	COMMIDONN FT 12890-3	1000	14	YEB TEXAB INST.	
Nacat And	ATLURE MODITON OF	EXPECTED TEST VALUE, OUTPUT OF LARMNEL 11 SUSCARRIER OSCILLATOR WAS LOW. BETAILS NOT AVAILABLE.	11 SUSCARRIER ORCIL	LATOR WAS	LOW. BETA!	LS MOT AVAILABLE.	
	SYSTEM EFFECT-OPERATION	STRIEM EFFECT-OPERATION IND LOW. CHANNEL 11 OUIPUT BELOW NORMAL LEVEL.	MHAL LEVEL.				
	VEHICLE EFFECT-HONE, RF A BPECIAL HOLD SKOULD HAV	VEMICLE EFFECT-MONE, RF 3 TLLEFAK REFLACED DURING A HOLD CALLED FOR ANOTHER REASON? IS NOT CLEAR WHETHER OR NOT A special mold would have been called for This replacement.	ILLED FOR ANOTHER RE	A BON.	IA HOT CLE	R WHETHER OR NOT	
	COMMECTIVE ACTION-MEPLACE MF 3 TELEPAK.	CE MF 3 TELEPAK.					
			magai sanaha, apara aya masa ya kasaba salaha salaha salah masa masa ya kasaba			PACE 0470	- -
		Marie Control of the					

**** *** **

SEMERAL DYNAMICS COMPAIR DIVISION

	DIFFICULTIES STVIEW-INSTRUMENTATION SYSTEM-ALREGANE	MENTATION SYSTEM"A	RBORNE				
STATEN EUB-ATBIEK	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE B	BITE PRI	VENDOR NAME VENDOR PART NO		
INSTRUMENTATION-A/B SET TELEMETRY SET AND THANSDUC BUTERS	68-84-11.P BUBCARKER OBCILLATOR POTENTIONETE 87-12250-8 R	7 A JA 12 12 12 13 15 15 15 15 15 15 15 15 15 15 15 15 15	610416 EYR	u e	YES BENDIX PACIFIC NO 106908-11-5	011	
FAILURE MODE-OUT OF SPECIFIC PECIFIED TOLERANCES. THE ADJA THE DEFICTIVE R-18 POTENTION	FAILURE MODE-OUT OF BRECIFICATION. OBCILLATORB WERE REJECTED WHEN THE OUTPUT VOLTAGE COULD NOT BE ADJUBTED WITHIN B FECIFIED TOLERANCES. THE ADJUBTAENT POTENTIONETERS REPORTEDLY WERE ABNORMALLY JENSITIVE. THE FAILURES WERE CAUSED BY THE DEFICTIVE RIS POTENTIONETERS.	WERE ABNORMALLY SE	ALTAGE COULD !	FAILURES	JUSTED WITHIN & WERE CAUSED BY		
CORRECTIVE ACTION-CONVAIR IN CONJUNCTION COMINING THE UMRELIABLE POTENTIONETERS.	CORRECTIVE ACTION-CONVAIR IN CONJUNCTION WITH THE VENDOR HAS PURSED ALL STOCK AND CAMISTERS IN USE, OF OSCILLATORS Ontaining the unreliable potentioneteas,	PURSID ALL STOCK /	ND CAMIBTERS	SM USE.	OF OSCILLATORS		
INSTRUMENTATION-A/B AEI TELEMETRY SET AND TRANSDUC IN ERS	AEST-GOISFFC-4CO-05-088 IN FLIGHT CALIBRATOR	COMPOSETE-FACTORY	640 610413	22		10000	
FAILURE MODE-ERRATIC OFERATI B FLIGHT CALIBRATOR,	FAILURE MOGE-ERRATIC OPERATION, IMPROPER PICK-UP IN BATTERY SIMULATOR, THIS CAUSED ERRATIC OPERATION OF TELEMETRY I FELICHT CALIBRATOR.	SIMULATOR. THIS CAN	SED CRRATIC O	PERATION	OF TELEMETRY 3		
AFBIEN EFFECT-ERRATIC CHERATION. VEHICLE TFFECT-COMPOSITE RE-SCHEDULLS. POST-COMPO AM INTERNAL BOURCE TO UGTAIN BATISFACTORY REDULTS.	BYBICH EFFECT-ERRATIC CHEALTION. VEHICLE TFFECT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING RESULRED.KEY CORRECTIVE ACTION-A BATTERY WAS USED AB M ENTERNAL BOURCE 10 OGTAIN SATISFACTORY REDULTS.	, REBUIRED, KEY CORF	ECTIVE ACTION	BATTE	IY WAS USED AB		
CORRECTIVE ACTION-A BATTERY	CCARECTIVE ACTION-A BATTERY WAS USED AS AN INTERMY, COURCE TO OBTAIN SATTMACTORY RESULTS.	OBTAIN BATTAFACTO	AT REBULTS.				
INSTRUMENTATION-A/B AET TELEMETRY BET AND TRANSOUC TUE ERB	AE81-0015/FC-4CO-08-068	COMPOS I TE-FAC TORY	610413	75.8	A refering country from the configuration of the co	8 8 8 8	
FAILURE MODE-ERRATIC OFRATI	FAILURE MOCE-ERRATIC OPERATION. CHANVELS A AND C INDICATED EXCESSIVE DISTORTION ON THE MASTER PULSE, CONDITION MAS Till present affer replacing telemetry cannister. The distortion did not beriously affect data reduction.	ICEBBLYE DISTORTION	DISTORTION ON THE MASTER PULSE, COND NOT BERIOUSLY AFFECT DATA REDUCTION.	M PULSE.	CONDITION MAS		
STATEM EFFECT-ERRAFIC CPERATION	100.						
VEHICLE EFFECT-COMPOSITE RE-	YEMICLE EFFECT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTING REBUIRED.	. REGULACO.					
CORRECTIVE ACTION-REPLACED TELEMETRY CANISTER.	ELEMETRY CANIBIER.						
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC TEN ERB	ACS1-DETS/FC-SCO-DA-DES FLM CANISTER-CONNECTOR	COMPOSI : E-FACTORY	ESE FACTORY GEDADE	NO YES			
						-	

PACE DATE

FAILURE MODE-CONTAMINATION. OPERATION OF NO. 1 CHANNEL 18 INDICATED ERRATIC VARIATIONS AND DISTORTIONS OF UP TO 18 PCT 18M. THESE WERE CAUSED ST METAL PARTICLES IN TELEMETRY PLUS EPS.

**** *** ***

DIFFICIATIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME

STREEM EPFECT-ERRATIC OPERATION VEHICLE EFFECT-COMPOSITE RE-SCH CORRECTIVE ACTION-PLUS EPE MAS INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC TLM CA	ATION.	TARI DOMEN						-
WENICLE EFFECT-COMPOSITE RE CORRECTIVE ACTION-PLUM EPE INSTRUMENTATION-A/B AE TELEMETRY BET AND TRANSDUC TI- ERS.	ATIOM.							****
VEHICLE EFFECT-COMPOSITE RE CORRECTIVE ACTION-PLUS EPE HASTRUMENTATION-A/B AETENET EET AND TRANSDUC TL ERS								
CORRECTIVE ACTION-PLUS EPR INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC TL ERS	POSITE RE-SCHEDULED. PCST-COMPOSITE TESTIMS REGUIRED.	IM REGUIRED.						, a
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC TERS	EPE WAS CLEAMED.							
	AE&1-0273/FC-SCC-04-028 TLM CAMISTER-WIRING	COMPOSITE-FACTORY	23K 610403	FACTORY	÷ 2			•
FAILURE MODE-ELECTRICAL SMC EGATIVE SPIKE ON CHANNEL & A	FAILURE MODE-ELECTRICAL BHORT, CHANNEL 8 OF RF NO. 3 MAS COMMECTED TO BEGMENT 23, CHANNEL 51, RF NO. 3, CAUSING A EGATIVE SPIRE OM CHANNEL 8 AT EVERT REVOLUTION OF CHANNEL 11 COMMUTATOR.	CHRICTED TO REGIENT S COMMUTATOR.	ES, CHANN	Et. 11: RF	ġ	3. CAUBIN	* *	<u> </u>
BYBYEN EFFECT-INFROMER ANALOG BIGNALS.	LOG BIGNALS.							
VEHICLE EFFECT-COMPOSITE RE	VEHICLE EFFECT-COMPOSITE RE-SCHEDULED. POST-COMPOSITE TESTIMS REBUIRED.	ING REGULACO.						
CORRECTIVE ACTION-A GROUNDING PIGTAIL MAS RENOVED.	ING PIGTAIL WAS REMOVED.							
INNTRUMENTATION-A/B AET TELEMEDUC TREERS	AE61-0333/FC-5CO-01-026 TRAMBHITTER	COMPOS I TE-FACTORIY	86K 61038	FACTORY	45.0			•
FAILURE MODE-ERRATIC OFERAL	FAILURE MODE-ERRATIC OFERATION-TELEMETER NO. 3 CHANNEL 13 DISPLAYED EXCESSIVE MOISE.	DISPLAYED EXCESSIVE	MOISE.					
SYSTEM EFFECT-IMPROPER ANAL	STSTEM EFFECT-SHOROPER AMALOG SIGNALS CHANNEL SI DATA MAS DEGRADED AND/OR LOST.	DESHADED AND/OR LOST	٠					·
VEHICLE EFFECT-COMPOSITE HE	VEWICLE EFFECT-COMPOSITE MESCHEDULED, STRIEM AND COMPOSITE METESTS WENE RESULMED.	METERIA MERE REGULA						
CORRECTIVE ACTION-TLN RF NO	NO. 3 CANISTER MAS REPLACED.							
INSTRUMENTATION-A/B AESI-0275/ FELEMETRY BET AND TRANSDUC OBCILLATOR ERS	A£81-0275/FC-5CO-01-025 Obcillator	COMPOSITE-FACTORY	23E •103E#		2 2	YES BENDIX		
FAILURE MODE-OUT OF TOLERAN ESUENCIES, THE CANISTER MAS OF DEVIATIONS OF CHAMMELS SA	FAILUME MODE-OUT OF TOLERANCE, MF NO. B CHANNEL 19 INDICATED INTERMODULATION DIBTORTION COUPLED FROM ARMA BTRING ENCLUDE. THE CARIBIES THE CARIBIES THE CARIBIES THE CARIBIES THE CARIBIES THE FREGUEN OF THE PREGUENCY OF THE FREGUENCY OF THE FREGUENCY OF DECILLATOR WAS FAULTY.	ED INTERMODULATION F HAT CHANNEL 10 OSCIL ANCE: ALSO CHANNEL 1	STATOR MAS LATOR WAS P OSCILLAT	COUPLED FAULTY A	4 D 2 D 2	ARMA BTR.	***	
SYSTEM EFFECT-INPROPER ANAL	STRICH EFFECT-IMPROPER AMALOS BIGHALS-TLH OUTPUT BISTORTED AND OFF FRESURKY.	AND OFF FREBUCKEY.						
PENICLE EPECT-COMPOSITE BL	VENICLE EFFECT-COMPOSITE RESCHEDULED. RE-RUM OF SYSTEM TEST MADE AND ALSO COMPOSITE TEST RE-RAM.	T MADE AND ALSO COM	P0417E 1F1	T RE-RAM.				
CORRECTIVE ACTION-THE CANIS	THE CANIBLES WAS READJUSTED.							
And the second s								

CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

STRTEN BAG-STREN	TEAT/PEFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME DIF	PRI VE	VENDOR NAME VENDOR PART NO	
IMBIRUMENTATION-A/B TELEMETRY SET AND IRANSOUC ERS	AE61-G273/FC-3CO-01-025 COMMUTATOR	COMPOST TE-FACTORY	#3f. 610388		YES BENDIK	ж	44 40 46 48 48
FAILURE MODE-OPEN (ELECT.) SEGNENT AS OF CHANNEL-TAIL FOR THIS SEGNENT MAS NOT PROPERLY CONNECTED	(ELECT.) SEGMENT AS OF CHANNEL SI, RF MO. S. INDICATED AN OPEN CONDITION DURING THE TEST. THE PIGENT WAS NOT PROPERLY CONNECTED.	\$1 INDICATED AN OF	TH COMBITTO	** D'SE 184	1 HE	CST. THE P10	
STRIEM EFFECT-IMPROPER AN VEHICLE EFFECT-COMPOSITE OM.	BTBTEN EFFECT-IMPROPER ANALOG BISNALS, I-PROPER BISNAL TRANSMITTED BY INIB BESNENT: Vehicle effect-composite reacheduled, pobt-composite bystem test and rerun of composite made to show phoper operati M.	HERT AND RERUN OF	COMPOSITE P	AUE TO S	ž	OPER OPERATI	
INSTRUCENTATION-A/B 68-24-123 TELEMETRY SET AND TRANSDUC COMMUTATOR NOTOR ERS	- REPRODUCED CORRECTET	FAR	14E E	CTA	VES RE	REED AND REESE 1006303-38	# # # # # # # # # # # # # # # # # # #
FAILUME MODE-ERRATIC OPER ORM MEGATIVE BRUSH MRICH B	IC OPERATION, DURING CHECKOUT THE MOTOR INTERNITTENTLY FAILED TO START. FAILURE MAD CAUSED BY A MAICH BURSESUENTLY RESULTED IN POOR BRUSH TO COMMUTATOR BESHENT CONTACT.	HERMITTENTLY FAILE TO COMUTATOR BEGIN	O TO BTART.		4 4 2	AUSED BY A K	
CORRECTIVE ACTION-CONVAIR REPLACING MOTORS WHEN TOTAL	CONVAIR IS NOW RECORDING COMMUTATOR OPERATING TIME AND, ACCORDING TO THE VENDONS RECOMMENDATION OF TOTAL OPERATING THE EXCEEDS SO HOURS.	ING TIME AND, ACCOM	101 ME TO TH	E VENDOR	B RECO	инсколттом.	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	PG-R4-112 COMMUTATOR, MOTOR	ه د ب د	12E \$10310	£ .	YES RE	YES REED AND REESE NO	*0***
FAILURE MODE-STRUCTURAL. MAT THE MEGATIVE BRUSH AFR COMMUTATOR SECHENTS, MOTO	FAILURE MODE-BTRUCTUJAL, DURING BYBTEM CHECKOUT THE MOTOR EXHIBITED INTERMITTENT OPERATION, DISABSEMBLY DISCLOSED T Mat the megative brush apring war bent forcing the brush against the bide of the brush holder instead of Tomards the Commutator besments, motor failure war caused by the bent brush spring.	MIBLICD INTERMITTE! NAT THE BIDE OF TH USH BFRING.	et OPERATION	A. DIGA. DER EKST	EAD OF	DISCLOSED T TOMARDS THE	
CORRECTIVE ACTION-CONVAIR IS NOW TIME EXCEEDS SO HOURS BECAUSE OF	COBRECTIVE ACTION-CONVAIR IS NOW PECOMBING COMMUTATOR OPERATING TIME AND REPLACING COMMUTATOR MOTORS WHEN OPERATING TIME EXCECOS SO MOURS BECAUSE OF RELATED BRUSH PROBLEMS.	INS TIME AND REPLA	TIME COMMUT	A TOR MOT	**	EN OPERATING	
IMBIRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	58-24-128 Dipperential amplifies	FAR RP-01241-1	*1030*	CTR	768 F2	****	
FAILURE MODE-CHAATIC OPER EL 18 OUTOUT. THE EXACT CA PEEDBACK CIRCUIT COMPONEN	FAILURE MODE-THANTIC OPERATION DUBING TUM CHECKOUT. THE AMPLIFIER WAS REJECTED FOR CAUSING EXCELNIVE MOISE OM CHANN L 18 output. The exact cause of failure was not determined. The failure was probably caused by Minny Changes im the Peedbace circuit components unich generated the extraneous moise.	IFIEM WAS REJECTED THE FAILURE WAS PRODIBE.	FOR CAUSIN MABLY CAUS	SE EXCECTS	¥ 5	HOISE ON CHANN CHANSES IN THE	

18 10H 1866

27.27EX 202-27.21EX	TESTARTORY NUMBER DIF DATA BOURCE VEHICL FAILED CONFONENT NAME FART NUMBER DATE D	DIF DATA BOURCE	VEHICLE BITE DATE DIF TIME DIF	PRI VENDOR NAME F OTH VENDOR PART NO	
CORRECTIVE ACTION-MOME, T	CORRECTIVE ACTION-MONE, THIS FAILURE IS CONSIDERED TO RE AN ISOLATED INCIDENT AS THIS IS THE FIRST KNOWH OCCURENCE F THE PROMLEM, THE EXACT CAUSE OF FAILURE CANNOT BE DETERNIHED.	I I BOLATED INCIDENT MED.	AB THIS IS THE FE	RST KNOWH OCCURENCE	
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSOUC ERB	98-24-119 OIFFERENTIAL AMPLIFIER RESISTOR	FAR 87-01841-1	610227	YES MATSERRY NO	***************************************
FAILURE MODE-OUT OF BFECI STED BELOW 3.1 VOLFS. THE MGS. FAILURE OF THE AMPLIF	SPECIFICATION. DURING CANISTER CHECKOUT, THE B.S VOLT OUTPUT OF THE AMPLIFIER COULD NOT BE ADJU. THE RESISTANCE OF RESISTER R-15 MAS 150K OWNS OF SOOK OWNSS SPECIFIED SY VENDOM DRAWS IMPLIFIER MAS CAUSED BY THE INSTALLATION OF THE INCORRECT RESISTER IN THE FEEDSACK CIRCUIT.	'. THE E.S VOLT OUTP DR OFHS INSTEAD OF I OF THE INCORRECT BE	UT OF THE ANPLIFI SOOK CHWBAB BPECT EBIBTER IN THE PE	ER COULD NOT BE ABJU FIED BY VENOR DRAWI EDBACK CIRCUIT,	
CORRECTIVE ACTION-VENDOR	MOOR HAB BECH NOTIFIED TO INITIATE APPROPRIATE GUALITY CONTROL CORRECTIVE ACTION.	OPRIATE BUALITY CON	TROL CORRECTIVE A	CT10M.	
IMBTRUMENTATION-A/# TELEMETRY SET AND TRANSOUC ERS	AEST-OCSS/FC-ACO-OS-SOG TLM CANISTER	COMPOSITÉ-FACTORY 87-12230-3	\$\$\$01 9	VE8 MO	****
FAILURE MODE-OUT OF TOLERAN BYSTEM EFFECT-OF-VATION TOO - TALK IN ADJACTIC CHANNELS.	FAILUME WOOE-OUT OF TOLERANCE. DIV (RRC CUTOFF OUTPUT) INDICATED GREATER THAN 100 PERCENT IBM MMEN AFC MAS BENT, Bystem effect-off-ation too high- bighal caused bandwith of transmission to be exceeded, would cause moise or cr talk in adjacted channels.	CATED GREATER THAN : TRANSMIRBION TO BE	IOD PERCENT IBW W EXCEEDED. WOULD	HEN AFC MAS SENT. CAUSE NOISE OR CROSS	
VEHICLE EFFECT-MOME. CORRECTIVE ACTION-MEABUME	VEHICLE EFFECT-MOME. COMRECTIVE ACTION-MEABUMEMENT DIV (RBC GUTOFF OUTPUT) AND MEBX (ABORT STRIK BIGNAL) WILL BE INTERCHANGED PRIOR TO LIGHT.	Zex (ABORT BYBIEN B	IGHAL) WILL BE IN	TERCHANGED PRIOR TO	
INSTRUMENTATION-A/B TELEMETT BET AND TRAMBOUC EAB	AESG-1335/P3-501-00-00	FLIGHT	9E ETR-13	OK	
', ilung mode-out of Erfec ", gooster Phase, This Dri & feedback Transduces whic	EXFECTED TEST VALUE-TELEMETRY DATA INDICATED THAT THE VS VERNIER ENGINE DRIFTED ONL DEGREE DURI 8 Drift is attributed to aerodynamic meating of .AE TELEMETRY VERNIER POSITION TRANSDUCER OF TH 1 which are located within the Vernier Pairing.	CATED THAT THE VS VI ATING OF .AE TELEME AIRING.	FREE ENGINE DRI	FTED ONC DEGREE DURI	
M EFFECT-IMPROPER AN LB TO THE TELEMETRY	BYSTEM EFFECT-IMPROFER ANALOG SIGNALS-'.CRCOYNAMIC MEATING OF THE TELEMETRY TRANSDUCER WOULD PRODUCE IMPROFER ANALOG SIGNALS TO THE TELEMETRY PACEASE, 'A BIMILAR EFFECT WOULD REBULT FROM MEATING THE VE FEEDBACK TRANSDUCER).	F THE TELEMETRY TRAI EBULT FROM HEATING	HEDUCER WOULD PRO	DUCE IMPROPER ANALOG RANGDUCERS.	
VEHICLE EFFECT-MOME-THE INDI B IM IME PLANMED TARGET AREA.	VENICLE EFFECT-MOME-THE INDICATED DRIFT MAD NO APPARENT EFFECT ON VEHICLE PERFORMANCE. THE RE-ENTRY VEHICLE INFACTE In the planned tarket area.	ECT ON VENICLE PERF	JAMANCE. THE RE-E	RIRY VENICLE INPACTE	
TIVE ACTION-FUTURE	COMBECTIVE ACTION-FUTURE VEHICLES WILL HAVE PRODUCTION TYPE COVER PLATES OVER THE VERNIER PITCH CLAMBHELL FAIRING	COVER PLATES OVER	THE MEMBER PITCH	CLAMBHELL FAIRING C	····
				PAGE DATA	т-1

**** *** **

****	DIFFICULTIES REVIEW-INSTRUMENTATION STATEM-AIRBORNE	RUMENTATION STATEMY	INBORNE			And the second of the second o	_
8727EH 808-878TEH	TEST/REPORT NUMBER PAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	SITE TIME DIF	= E	VENDOR NAME VENDOR PART NO	
LEARANCE CUTOUTS TO DECREA	LEARANCE CUTOUTA TO DECAEASE AEROGTHANIC IMPINSEMENT INSIDE THE FAIRING.	THE FAIRING.					****
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	48-44-110 48-44-1108	Tan	5.0 C.	E 1 R	, Q	YES BENDIN NO 103EDGG-18-8-8	*****
FAILURE MODE-DRIFT, THE T LAB MOMED MORNAL OFERATI	FAILURE MODE-DRIFT. THE TRANSMITTER WAS SUSPECTED OF DRIFTING IN PRESUGNCY DURING MISSILE COUNTDOWN. A CHECK IN THE LAB SHOWED MORKAL OPERATION AND NO DRIFT. FILLURE NOT CONFIRMED.	ING IN PAEBUENCY DUS INMED.	1186 M 5811	E COUNTRA		CHECK IN THE	
CORRECTIVE ACTION-DUE TO	TO THE INTRESIENCY OF THIS PAILURE NO CORRECTIVE ACTION WILL SE TAKEN.	IS CORRECTIVE ACTION	WILL BE TAI	KEN.			
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERB	AA81-0021/P3-801-00-09 TLM CANISTER	COUNTDOM	96 010284	ETR-12 -810	ž č		***************************************
FAILURE NOU-ENRATIC OPER LEMETRY SYSTEM.	OPERATION, NOISE PROSLEM ON TELEMETRY LINK 3. APPARENTLY RESULT OF SPURIOUS COUPLING MITHIN TE	LINK B. APPARENTLY	RESULT OF	enorume	COUP	ING MITHIN TE	
STATEM EFFECT-CRRATIC OPERATION.	RATIOM.						
VEHICLE EFFECT-COUNTDOWN BATTERY WHICH EMISSINGS TENES LING 3	VEHICLE EFFECT-COUNTDOWN DELAYED. HOLD AND RECYCLE CALLED TO INVESTIGATE TELEMETRY PROBLEM AND REPLACE MAIN MISSILE Batteay which exhibilio pluctuating voltage, adoltional recycle called to replace Rf Mo.2 camidtem in auccessful at Fempt to eliminate ling a moise problem, total hold time was isa minutes.	TO IMMESTIGATE TELES CYCLE CALLED TO MEPL 18 183 MINUTES.	ACE RE NO.	EN AND R	EPLACI ER IN	HAIN MISSILE SUCCESSFUL AT	
CORRECTIVE ACTION-REPLACE	PLACE MF & CANIDIER.	·					
INSTRUMENTATION-A/S TELEMETRY BET AND TRIMBOUC ERB	98-24-108 Сомиитатов, мотсе	***	9£		4 C	YES REED AND REESE NO 1096485-38	
FAILURE NOCFFAILED DURING OPERATION. Tarted when the Camibier was Jarred By	DURING OPERATION. DURING CHECKOUT THE MOTOR FAILED TO START, FAILURE MOT COMFIRMED. THE MOTOR & IER was jarred by a techniciam.	MOTOR FAILED TO STAI	AT. FAILUME	NOT CON	Ž.). THE MOTOR &	<u></u>
CORRECTIVE ACTION-NOME: 4	COMMECTIVE ACTION-MONE, BINCE THE FAILURE WAS NOT CONFIRMED AND THE CAUBE OF FAILURE NOT CONCLUSIVELY ESTABLISHED	O AND THE CAUSE OF !	'ALLURE NOT	CONCLUB	1 VE.V	ESTABLISHED.	
HASTAUMENTATION-A/B FELEMETRY SET AND TRANSOUC ERS	SQ-E4-513 SUB CARRIER OSCILLATOR	FAR	\$70 610217	813	\$ Q	TES BENDIN-PACIFIC MO 1041998-36	
PAILURE MCOK-CRIFT. CHAMM	CHANNELS A AND E SCO PRESCHCIES ORIFTED TO MISHER VALUES.	IED TO MIGHER VALUES.					
						PAGE 0478	

10 JUN 1866

DIPPICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRSORMS

VENDOR NAME VENDOR PART NO	•		PREBUENCY				***************************************	DUE TO DR							CERATION			_
9 N I		5 OF	THE B15				4 0 80	D. VALUE,				ž 2			RE PROPER			
VEHICLE BITE DATE DIF 11ME DIF		870 14 810216	MAD DRIFTED TOWARD			E UNKNOWN).	ELE FACTORY SIDIED	FELOW THE EXPECTE				8E 13 810184 -4200	. 36.		PE PUREED TO RESTOR		vedinaram organizate della disconsissionale	
DIF DATA SOURCE FART NUMBER		COMPOSITE-B FACT	A AND E PREDUENCIES			IVE ACTION ON PACKAS	COMPOST TE-FACTORY	OPERATED 15 PCT FBM	,	IST WAS RESULRED.		COUNTBOUN	ILAB BHIFT ON CHANNE	CHANNEL BC.	E PROBLEM. PLUG 302			
TEST/REPORT NUMBER FAILED COMPONENT NAME	COMPECTIVE ACTION-HOME, BINCE THE PAILURE WAS NOT VERIFIED.	AASI-GGEE/P4-ACG-GB-67 SUBCARRIER GBCILLATORS	TELEMETRY DATA 11-DICATED THAT CHANNEL A AND E PREDUENCIES MAD DRIFTED TOWARD THE MIGH PRESUUNCY	MALOG BIGHALS.	OBITE DELAYED.	CORRECTIVE ACTION-TELEMETRY PACKAGE WAS REPLACED. (CORRECTIVE ACTION ON PACKAGE UNKNOMM).	AE&1-0007/FC-\$CO-01-021 O&CILLATOR	SPECIFICATION OR TOLERANCE" CHAMMEL 10 OPERATED 15 PCT FBW BELOW THE EXPECTED. VALUE, DUE TO DR R CHCILLATOR.	TOO LOW.	OWITE RESCHEDULED-PARTIAL COMPOSITE METEST WAS RESUIRED.	CORRECTIVE ACTION-THE SUBCARRIER OSCILLATOR MAS ADJUSTED.	AA81-0611/F3-503-00-08 CONFECTOR	FAILURE MODE-CONTAHINATIOM. MOISTURE IN PLUG BUZPG CAUSED BIAB SHIFT ON CHANNEL BC.	SYSTEM EFFECT-IMPROPER ANALOG BIGNAL, BIAS SHIFT OF DATA ON CHANNEL SC.	VEHICLE EFFECT-COUNTDOWN DELAYED. HOLD CALLED TO INVESTIGATE PROBLEM. PLUG 302PG PURGED TO RESTORE PROPER TPERATION TOTAL MOLD TIME MAD TO MINUTED.	URGE CONNECTOR OF MOISTURE.		
SYSTEM SUB-SYSTEM	CORRECTIVE ACTION-HOME,	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	FAILURE WOOG-DRIFT, TELEY BAND EGGES.	STATEM EFFECT-IMPROPER AMALOG SIGNALS.	VEHICLE EFFECT-COMPOSITE	CORRECTIVE ACTION-TELENE	INSTRUMENTATION-A/B FELENTINY BET AND TRANSCUC ERB	FAILURE MODE-OUT OF SPECI	SYSTEM EFFECT-OPERATION TOO LOW-	VEHICLE EFFECT-COMPOSITE	CORRECTIVE ACTION-THE SUM	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	FAILURE MODE-CONTABINATIC	STATEM EFFECT-IMPROPER AN	VEHICLE EFFECT-COUNTDOWN DELAYED . TOTAL MOLD TIME WAS TO MINUTES.	CORRECTIVE ACTION-FURGE C		

**** ****

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

TEST/REPORT NUMBER FAILED COMPONENT MAME		DIF DATA GOURCE PART HUNDER	VEHICLE DATE DIF	817E 71MC 01F	PRI VENDOR NAME OTH VENDOR PART NO	
98-24-108 CANBTER	7 A B	FAR 87-18871-809	91018	CTR	YES BENDIK-PACIFIC NO	***
BFECIFICATION OR TOLERANCE, DURING PRECOUNT OPERATIONAL CHECKA THE CAMIBTER EXHIBITED RANDOM VA Ut bignal level and deviations. Failure not complemed.	L. BURING PRECOUN IONS. FAILURE NOT	IT OPERATIONAL CH I CONFIRMED.	SCKA THE C	ANIBTER	KHIBITED RANDOM VA	···
CORRECTIVE ACTION-MOME, SINCE THE CAUSE OF THE FAILURE WAS MOT DETERMINED.	E PASLURE WAS MOT	F DETERNIMED.		,		1
AAS1-0011/P3-501-00-08 COMMUTATOR	_	COUNTSOAM	6E 610119	13 600	YE.B.	***************************************
FAILURE MODE-FAIL DURING OPERATION. COMMUTATION CEASES ON RF 3.	24 CEASES ON RF 3					
SYSTEM EFFECT-OPERLIICM STOPS PREMATURELY. RF ? COMMUTATIOM STOPS PREMATURELY.	3 COMMUTATION ST	TOP B PREMATURELY.				
VEHICLE EFFECT-COUNTDOWN DELA'ED. HOLD CALLFD TO CHAMGE RF & CANIBTER. TOTAL HOLD TIME WAS 118 NIMUTES AND COUNT RE TCLED TO T-70.	TO CHANGE MF & C	ANISTER. TOTAL H	OLD TIME 1	A8 118 M	NUTES AND COUNT RE	
CORRECTIVE ACTION-REPLACE RF 3 CANISTER.						
AA81-0011/P3-501-00-08 Commutator		COUNTDOMM	6E \$10119	13	``	***************************************
FAILURE MOGE-FAIL DURING OPERATION. COMMUTATION CEASES ON RF 1 CHANNEL 11.	M CEABES ON RF 1	CHANNEL 11.				
STATEM EFFECT: PPERATIOM STOPS PREMATURELY, RF 3 CHANNEL 33 COMMUTATION STOPS PREMATURELY.	S CHANNEL SE COM	INUTATION STOPS P	PEHATURELY			
VEHICLE EFFECT-COUNTDOWN ADORTEU AND RE-SCHEDULED, MOLD CALLED TO INVESTIGATE LOSS OF COMMUTATION AND PROBLEM MITH On tameing haim pump, countdown aborteu duk to lack of time to correct telemetry problem.	ALED. HOLD CALLED LACK OF TIME TO	TO INVESTIGATE	LOBS OF CC	MNUTATION.	AND PROBLEM WITH	
98-24-103 Сомитатов, мотов	7.AR	æ	4£ 610119	CTR	YES REED AND REESE NO 1096485-38	
FAILURE MODE-STRUCTURAL, THREE MOTORS FAILED WHILE INSTALLED ON THE MISSILE. DISASSEMBLY DISCLOSED THAT BOTH MOTOR BRUSHES WERE WORN SO SKORT THAT THE BRUSH SPRINES WERE NOT EFFECTIVE. FAILURE OCCURED SECAUSE OF WORN ARUSHES AND SU BSESUENT POOR CONTACT SETWEEN THE BRUSH AND COMMUTATOR SESMENTS.	MILE IMBTALLED ON 158 YERE MOT EFFEC INUTATOR BESNENTS.	M THE MISSIE. D CTIVE. FAILURE O	IBABBEMBLY CCURED BEC	DISCLOSS AUSE OF 1	O THAT BOTH MOTOR	
					PA6E 0477	

: •.

SASTER TRAINED TRAINED CORPORATION OF THE PAIR OF DATA AND THE DATA AND THE DATA OF THE WASTER AND TABLES OF THE VEROCRA FACE WAS AND TABLES OF THE WASTER OF THE VEROCRA FACE WAS AND TABLES O		DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME	RUMENTATION SYSTEM'S	ASORM		H		٠
THE NOW EXCONDING COMMUTATOR NOTOR OPERATING THE AND, ON THE BABIS OF THE VENDORS RECOMES ASSI-DDITYFG-4CO-01-104 COMPOSITE-FACTORY 1040 RATE STRO DEMODULATOR COMPOSITE-FACTORY 1040 RATE STRO DEMODULATOR REGULATION-YAM RATE STRO SISHAL INDICATED UNEXPECTED VARIATIONS OF UP TO 4 PER CENT ISM W SHOUNDED. RATE STRO DEMODULATOR REPLACED IN THA ACCESSORY PACKAGE. ANTE VARO DEMODULATOR REPLACED IN THA ACCESSORY PACKAGE. ACSTACLATOR OF THE ACCURACY THE CANTAGE THAT THE THER HAD ERRATIC OUTPUT THEORY. ACSTACLATOR THE CANTAGE THAT AND REPLATED FOR SIX COMPOSITES. THE CANTAGE THAT AND REPLATED FOR SIX COMPOSITES. THE CANTAGE THAT AND REPLATED FOR SIX COMPOSITES. THE CANTAGE PACKAGE AND REPLATED FOR SIX COMPOSITES. THE CANTAGE AND ACCESSORY. THE CANTAGE AND REPLATED FOR SIX COMPOSITES. THE CANTAGE AND ACCESSORY. THE CANTAGE AND REPLATED FOR SIX COMPOSITES.	TEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART MUNDER	VEHICLE DATE DIF T		N H I	VENDOR NAME TENDOR PART NO	
ARTE THE DEMONDLATOR ASTER THE STRO DEMONDLATOR AS OF CRATICH. THE STRO BISHAL INDICATES UNEXPECTED VARIATIONS OF UP TO 4 PER CENT IBM W STROUNDED. TRATION. DELLATION. BELAYED. FOST COMPOSITE TESTS REQUIRED TO BHOW SATISFACTORY OF CRATION. BELAY TO DEMONLATOR REPLACED IN TLM ACCESSORY PACKAGE. SHEAL TWO DEMONLATOR REPLACED IN TLM ACCESSORY PACKAGE. SHEAL THE ATHOR THE ACCURATOR THE DAGLILATOR REPORTEDLY EXHIBITED HIGH AND ERRATIC OUTPUT FRESUCH STALLURE IS COMPIGED AN IBOLATED INCIDENT. THE FAILURE IS COMPIGED AN IBOLATED FOR SIX COMPOSITES. OO HIGH. ON HIGH. RESCHEDULED. FOST-COMPOSITE TESTING WAS REQUIRED. FRACHEDULED. FOST-COMPOSITE TESTING WAS REQUIRED. FRACHEDULED. FOST-COMPOSITE TESTING WAS REQUIRED.	ACTION-CONVAIR	R 18 NOW RECORDING COMMUTATOR MOTO FORS WHEN TOTAL OPERATING TIME EXC	R OPERATING TIME AND EEDS SO HOURS.	ON THE BA	118 04 1	¥	MDORS RECOMME	*****
THE FAILURE IS COMPOSITE TESTS REPLATED TO SHOW SATISFACTORY OPERATION. SECTION. SECTION TO DEMOULATOR REPLACED IN TLM ACCESSORY PACKAGE. SECALATION. SHEART CAND DEMOULATOR REPLACED IN TLM ACCESSORY PACKAGE. SHEART CAND DEMOULATOR REPLACED IN TLM ACCESSORY PACKAGE. SHEART CAND FROM THE OSCILLATOR REPORTEDLY EXHIBITED HIGH AND ERRATIC OMPUT FREGUEN SIGNAL. FREGUENCY CONTROL TUBE. VI WAS 649SY. IT WAS MOTED THAT THE TUBE HAD A CRACKED TIP. GEFECTIVE TUBE. THE FAILURE IS CONSIDERED AN ISOLATED INCIDENT. AGSI-DOIS/FC-ACO-DI-DS-B TLM CANISTER MO TLM CANISTER RESCHEDILED. FOST-COMPOSITE TESTING WAS REGUIRED. RESCHEDILED. FOST-COMPOSITE TESTING WAS REGUIRED. RESCHEDILED. FOST-COMPOSITE TESTING WAS REGUIRED.	39 OF 1	AES1-0013/FC-4CO-01-104 RATE 67RO DEMODULATOR	COMPOSITÉ-FACTORY	1040 610100		1 2		:
RATE VIRO DEMOULATOR REPLACED IN TLM ACCESSORY PACKAGE. SSEA-103 SUBCARRIER OSCILLATOR-TUBE FAR ST-01266-3 SUBCARRIER OSCILLATOR-TUBE F7-01266-3 SUBCARRIER OSCILLATOR-TUBE, VI NAS 6A9ST. IT NAS MOTED THAT THE TUBE HAD A CRACKED TIFT. SUFFICITIVE TUBE. ACSI-UDIS F7-0013/F7-4CO-05-063 SUBCARRIER OSCILLATOR TROUBLITE FACTORY SSD FF-01267 SUBCARRIER OSCIPUTS, AUTOMATIC FUBE CUTORF (AFCO) AND MANUAL FUBE CUTORP (MFCO), EXC THIS WAS A DESIGN ERROR AND REPEATED FOR SIX COMPOSITES. OO HIGH. RESCHEDULED. POST-COMPOSITE TESTING WAS REGUIRED. RESCHEDULED. POST-COMPOSITE TESTING WAS REGUIRED.	IE-FAILED DURIN JF RATE GYROS G	NG OFFRATION-YAW RATE GYRO SIGNAL PROMINED.	INDICATES UNEXPECTED	WARIATIONS	3	4	ER CENT 18W W	
DELAYED - POST COMPOSITE TESTS REGUIRED TO SHOW SATISFACTORY OPERATION. ***RATE - YRO DEMODULATOR REPLACED IN TLM ACCESSORY PACKAGE. ***RATE - YRO DEMODULATOR REPLACED IN TLM ACCESSORY PACKAGE. ***RESALIOS** ***RATION. DURING CHECKOUT THE OSCILLATOR REPORTEDLY EXHIBITED HIGH AND ERRATIC OUTPUT FREQUENTICALL. FREGUENCY CONTROL TUDE, VS WAS 6ASST. IT WAS MOTED THAT THE TUBE HAD A CRACKED TIP. ***RESILURE IS CONSIDERED AN ISOLATED INCIDENT.** ***ACESTIVE TUDE.** ***ACCOMPOSITE TESTIMA WAS REQUIRED.** ***ACESTIVE TUDE.** ***ACCOMPOSITE TESTIMA WAS REQUIRED.** *		ERATION.						
SHEET OF DEFENDENCE REPAIRED IN THE ACCESSORY FALLAND. SUBCARRIER OSCILLATOR-TUBE ET-DIESS-5 SIDIOS ETR TES SENDIN-PACIFIC SUBCARRIER OSCILLATOR-TUBE ET-DIESS-5 NO FOR THEM AND ERRATIC OUTPUT FREQUEN SIGNAL. FREQUENCY CONTROL TUBE, VI WAS GASST. IT WAS MOTED THAT THE TUBE HAD A CRACKED TIP. SIGNAL. FREQUENCY CONTROL TUBE, VI WAS GASST. IT WAS MOTED THAT THE TUBE HAD A CRACKED TIP. SIGNAL. FREQUENCY CONTROL TUBE, VI WAS GASST. IT WAS MOTED THAT THE TUBE HAD A CRACKED TIP. THE FAILURE IS CONSIDERED AN ISOLATED INCIDENT. ACSI-DOIS/FC-ACO-DI-DGS AN ISOLATED FOR SIX COMPOSITES. THIS WAS A DESIGN ERROR AND REPEATED FOR SIX COMPOSITES. TOO MICH. RESCHEDULED. POST-COMPOSITE TESTING WAS REGUIRED. ERROR CORRECTED AFTER SIX COMPOSITES.	TCF-COMPOSITE	DELAYEO- POST COMPOSITE TESTS RES	USRED TO BHOW BATISF	ACTORY OPER	.1104.			
TIC OPERATION. DURING CHECKOUT THE OACILLATON REPORTEDLY EXHIBITED HIGH AND ERRATIC OUTPUT FREGUEN INFUT SIGNAL. FREGUENCY CONTROL TUBE, VS MAS 64987. IT MAS MOTED THAT THE TUBE HAD A CRACKED TIP. D BY THE DEFECTIVE TUBE. -NOME, THE DEFECTIVE TUBE. ACSI-DDIS/FC-ACO-DI-DGS AN ISOLATED INCIDENT. ACSI-DDIS/FC-ACO-DI-DGS COMPUTS. AUTOMATIC FUEL CUTOMP (APCO) AND MANUAL FUEL CUTOMP (MFCO). EXC LIMIT. THIS WAS A DESIGN ERROR AND REPEATED FOR SIX COMPOSITES. LIMIT. THIS WAS A DESIGN ERROR AND REPEATED FOR SIX COMPOSITES. ACTION TOO HIGH. WPOBITE RESCHEDULED. FOST-COMPOSITE TESTING WAS REQUINED.	ON-A/B	98-24-103 SUNCARRIER OSCILLATOR-TUBE	FAR 87-01868-5	9010		2 9	END!X-PACIFIC	**************************************
ACSI-DDIS/FC-ACO-DI-DGS COMPOSITE-FACTORY 88D YES AMADD TES GESIS NO TES GESIS NO TOLERANCE, THE CAMAND CUTPUTS, AUTOMATIC PUEL CUTOFF (APCO) AND MANUAL FUEL CUTOFF (MFCO), EXCLINIT, THIS WAS A DESIGN ENCA AND REPEATED FOR SIX COMPOSITES. LIMIT, THIS WAS A DESIGN ENCA AND REPEATED FOR SIX COMPOSITES. WPOSITE RESCHEDULED. FOST-COMPOSITE TESTING WAS REQUIRED.	E-ERRATIC OPER MATANY INFUT B	AATIOM, DURING CHECKOUT THE OBCILL BIGNAL, FREDUENCY CONTROL TUBE, VE E DEFECTIVE TUBE,	ATON REPORTEDLY EXHI hab gasst. It mab m	HTED MIGH , HED THAT TO	NO ERRA	71.0 4 d d d	UTPUT FREQUEN CRACKED TIP.	
TABLE TO STATE THE CHANAD CUTPUTS, AUTOMATIC PUEL CUTOFF (APCO) AND MANUAL FUEL CUTOFF (MFCO), EXCLANT TO MIGH. TATION TOO MIGH. WOOSITE RESCHEDULED. POST-COMPOSITE TESTING WAS REQUIRED. DESIGN EARCH CORRECTED AFTER SIX COMPOSITES.	ACTION-NOWE, T	THE FAILURE IS CONSIDERED AN ISOLA	TED INCIDENT.		- Unitigana processor establishment		asia mengangangkan di kabulangan pengangan	
E-OUT OF TOLERANCE, THE COMMAND CUIPUTS, AUTOMATIC PUEL CUTOFF (APCO) AND MANUAL FUEL CUTOFF (MFCO), EXC. 4 VOLT LIMIT, THIS WAS A DESIGN ERROR AND REPEATED FOR SIX COMPOSITES. CT-OFERATION TOO HIGH. ECT-COMPOSITE RESCHEDULED, POST-COMPOSITE TESTING WAS REQUIRED. ACTIOM-DESIGN CARRECTED AFTER SIX COMPOSITES.	RAMSDUC		100100	018300	-	9		
CT-OPERATION TOO NIGH. ECT-COMPOSITE RESCHEDULED. POST-COMPOSITE TESTING MAS REQUIRED. ACTION-DESIGN EAROR CORRECTED AFTER SIX COMPOSITES.	E-OUT OF TOLER 4 VOLT LIMIT.	TAHCE, THE COMMAND CUTPUTS, AUTOMA THIS WAS A DESIGN ERROR AND REPEA	TIC FUEL CUTOFF (APC. TED FOR BIX COMPOSITY	3) AND MANU.	I FUEL	rutor	F (MFCO) , EXC	
ECT-COMPOSITE RESCHEDULED. POST-COMPOSITE TESTING WAS REGUIRED. Actiom-design earch corrected apter six composites.	CT-OPERATION T	100 X16H.						
ACTIOM-DEBIGN EARCH COMMECTED AFTER BIX COMPOBITES.	ECT-COMPOSITE	RESCHEDULED. POST-COMPOSITE TESTI	ME WAS RESULTED.					
	ACTION-DEBIGH	ERROR CORRECTED AFTER BIX COMPOSE	768.					
							PAGE 0478	
PAGE 0478								

**** *** **

9981 WOT SS	DIFFICULTIES REVIEW-INSTRUMENTATION STRTEM-AIRBORNE	UNENTATION SYSTEM'A	I RBORNE			
BVB-EXES	TEST/REPORT NUMBER PAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE SIF TI	TIME DIF OTH	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSOUS ERS	98-E4-085 FOMER BUFFLY, RESISTOR	FAR	9E ETR 401213		YES BENDIK NO 1051440	
FAILURE MODE-OUT OF TOLER HE CAUSE TO THE POWER SUPP FAILED SECAUSE THE POTTIN RESISTOR.	FAILURE WODE-OUT OF TOLERANCE, DURING SYSTEM CHECKOUT, CANISTER EXHIBITED AN UNWOOULATED OUTPUT, TESTING ISOLATED T Me cause to the power supply and a visual check disclosed burned resistors in the 150 y dc circuit. The power supply failed because the potting maich mechanically secures the resistor in place, restricted the heat dissipation of the resistor.	STER EXNISITED AN URNED RESISTORS IN TESTOR IN PLACE: R	NWOOULATED O HE 150 V DC . ESTRICTED TH	CIRCUIT. TE.	STING ISOLATED T THE POWER SUPPLY SSIPATION OF THE	
CORRECTIVE ACTION-MONE; 8		MAS A FIRST OCCURRA	HCE OF THIS TYPE.	TYPE.		
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC ERB	DAE39/03-48N-01-09 Connector-WIRING	COMPOST TE-FRD/DPL	800 BX	7 E	•.	* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILURE MOE-OFEN. ELECTR	I. ELECTRICAL. NO TELEMETRY BIGNAL RECEIVED INDICATING GYRO DIBFLACEMENT.	INDICATING GYRO DI	SFLACENENT.			
SYSTEM EFFECT-OPERATION S	RATION DOES NOT START. NO NOVEMENT OF THE DISPLACEMENT GYROS DURING THE LOOP TEST.	DISPLACEMENT GYROS	DURING THE L	. TEST.		
VENICLE EFFECT-COUNTDOWN DELAYED.	DELAYED.					
CORRECTIVE ACTION-PIDZ PL	PLUGGED INTO STRO CANISTER.				anders of the section	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	98-24-102 Amplifica	# - 0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	45. ETR	E O	BENDIK-PACIFIC TAVE	6 4 4 6 7
FAILURE MODE-COMTANINATIO L PIECE OF CONTAMINATION I FOREIGN MATERIAL: WHICH RA	AMINATIOM. DURING BYSTEM CHECKOUT, THE AMPLIFIER EXHIBITE) NO OUTPUT, DISASSEMBLY DISCLOSED A SMAL. Natiom lying across three plates of the Grid Tuning Caracttor, C-2. The Failure was caused by the which resulted in intermittent shorting of the Capacitor Plates.	HPLIFIER EXHIBITE) NO OUGRID TONING CARACITOR, C. OF THE CARACITOR PLATER,	OUTPUT. DIS t. C.E. THE F IES.	ABSENGLY ABLURE WA	DISCLOSED A SMAL	
CORRECTIVE ACTION-SINCE	CORRECTIVE ACTION-SINCE THE ORIGIN OF THE CONTAMINATION COULD NOT BE DETERNINED. THE VENDOR AND CONVAIR PERSONNEL LL BE RESUESTED TO IMPROVE THEIR CLEANLINESS PRACTICES.	ILD NOT BE DETERMINE	ED. THE VENDO	AND COM	IVAIR PERSONNEL W	
INSTRUMENTATION-A/B ICLEMETAT SET AND TRANSDUC	98-54-101 TRAHBOUCER, INSTRUMENTATION	7AR 7-01703-13	80 ETA		YES CONSOLIDATED E MO LECTRODYNAMICS	
FAILURE MODE-OUT OF TOLES D BY A DEFECTIVE SOLDER JA WITH THE AEFERENCE PRESSUR	FAILURE MODE-OUT OF TOLERANCE. TRANSDUCER FOR MEASUREHENT PSP GAVE A FALSE FULL SCALE INDICATION, FAILURE WAS CAUSE D BY A DEFECTIVE SOLDER JOINT DETWEEN THE HOUSING AND THE BASE PLATE WHICH ALLOWED THE APPLIED PRESSURE TO EQUALIZE MITH THE REFERENCE PRESSURE, RESULTING IN ZENO OUTPUT VOLTAGE.	3F 6AVE A FALBE FUI 8E PLATE WHICH ALL! 1E.	IL BCALE ENDI DVED THE APPL	ICATION, P	AILURE WAS CAUSE BURE TO EQUALIZE	
			Abelianista de Periodos de Per		PAEE 0479	

**** ****

٠٤,

**** **** ***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM'AIRBORNE	UNENTATION SYSTEM'S	IRBORME				
BVBTEN BUG-AVATEN	TERTARFORT NUMBER FAILED COMPOHENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	TIME DIF OTH	PRE VENDOR NAME OTH VENDOR PART NO	¥ =	
CORRECTIVE ACTION-HOME, TH	-NOME, THIS PART NUMBER TRANSDUCER IS NO LONGER USED.	OHEER URED.					¥ 1819
INSTRUCTATION-A/B TELEMETAT SET AND TRANSDUC T	AEBO-D730/P3-BOR-DD-D4 TELEMETER CAMIBIER	COUNTDOWN 87-1851-3	46.	***	YES CONVAIR NO		***
FAILURE MODE-ERRATIC OPERA ETAILS AVAILABLE.	FAILURE MODE-ERRATIC OPERATION, DEVIATION OF RF3 TELEMETER MOTED DURING GUIDANCE AUTOFILOT COMPATIBILITY TEST, NO D TAILS AVAILABLE,	MOTED DURING GUIDAN	CE AUTOFIL	OF COMPATI	BILLITY TEST.	9	
BYBIEN EFFECT-INFROMER AND VEHICLE EFFECT-COUNTDOMN SETER PACKAGE INSTALLED.	BYBIEN EFFECT-IMPROPER ANALOG BIGNALS. G.A.F. TEST DATA WOLGELICHMENE MENNOT OF TEST MAD TO BE RERUM AFTER NEW TELEM Yemicle effect-countdown delayed, hold called to replace Telemeter Rfl. 6.a.P. Test Mad to Be rerum After New Telem Ter Package Installed.	LEHETER RFL. 6.A.P.	TEST MAD	TO BE RERU	A AFTER NEW	TELEM	
CORRECTIVE ACTION-RFI CANI	FI CANISTER REPLACED.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	98-24-097 ANGLIFIER	FAN R7-18578-1	401123	ET8	YES BENDIK NO	<u> </u>	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-OUT OF TOLER	OF TOLERANCE, FREBUENCY CHANNELS COULD HOT BE ADJUSTED. THE TROUGLE WAS ISOLATED TO THE AMPLIFIER.	I BE ADJUSTED. THE T	ROUBLE WAS	1 BOLA PED	TO THE AMPLE		
CORRECTIVE ACTION-WOME, \$1	SINCE THE CAUSE OF FAILING MAS NOT CONFIRMED.	COMFIRMED.					
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSCINC ERS	AE&G-1037/FC-4CO-08-09G TLM CANIBTER	COLPOS LTE-PACTORY	601110		22		
FAILURE MODE-OUT OF TOLEM. CY BAND EDEK, THIB PROBLEM. W.	OF TOLEHANCE. THE MEATIVE GATING SEGMENTS OF CHANNEL 14 WERE 19 PERCENT FBM FROM THE NIGH FREGUEN PROBLEM MAS CAUSED BY THE 6.3 YDC POWER SUPPLY IN THE POMER DISTRIBUTION TRAILER BEING SET TOO LC	DOF CHANNEL 14 WERE BUFFLY IN THE POWER	: 10 PERCEN DISTRIBUTA	T FBW FROM	THE NIGH FR	00 LC	
SYSTEM EFFECT-OPERATION TOO HIGH.	00 нієн.						
VEHICLE EFFECT-COMPOSITE	VENICLE EFFECT-COMPOSITE RESCHEDULED. POST-COMPOSITE.TESSING WAS REGUIRED.	46 WAS RESUIRED.					
CORRECTIVE ACTION-SET 8.8	I-SET 8.5 YOC POWER TO CORRECT LEVEL IN POMER-DISTRIBUTION TRAILER.	KR-DISTRIBUTION TRA	ilen.				

PAGE DABB

25 JUN 1946

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME

ANTER ANTER	TESTREFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VENICLE BITE DI	VENICLE BITE PRI VENDOR PART NO	
INSTRUMENTATIOM-A/B TELEMETRY SET AND TRANSDUC	##-E4-G## Calibrator-#Crews	FAR 87-11016-681	#01114 ETR	7£8 80	F 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILURE WOOE-OUT OF TOLERANCE. N FLIGHT CALIBRATCR SUG ASSENGE. S OM THE PART OF SHOP AND INSPEC	MERANCK, CANISTER WAS OFENED AT AMR TO INCORPORATE A MODIFICATION AND IT WAS MOTED THAT THE 3 1 ASSENDLY MAS LOOSE, IT WAS CONCLUDED THAT THE DISCREPANCY OCCURED AS A REBULT OF MUMAN ERRON 1 ND INSPECTION PERSONNEL,	O INCORPORATE A MODI THAT THE DIBGREPAN	TCCCURED AB A I	MAS MOTED THAT THE I	
CORRECTLYE ACTION—CONVAIR INSTRUMENTATION—A/B TELEMETRY SET AND TRANSDUC ERS	AIR SHOP AND INSPECTION PERSONNEL HAVE BEEN INFORMED IN DETAIL OF THE INCIDENT. 98-E4-107 98-E4-107 FAR 6011DE HO	FAR	SETAIL OF THE IM 83D ETR 60150R	ES BEHOIX VES BEHOIX NO 1048173-8A	708387
FAILUNE MODE-ELECTRICAL BE CAUSE, THE INTERNAL POWER TRANSLETORS & RGI AND & EG	FAILURE MODE-ELECTRICAL BHORT, DURING ILM SYSTEM CHECKOUT CANISTER HAD MO OUTFUT, POWER SUPPLY MAS FOUND TO BE THE CAUSE, THE INTERNAL POWER CHANGE OVER BUPPLY, POWER TRANSITOR THE HIGH CURRENT DRAW BY THE POWER BUPPLY, POWER TRANSISTORS & RDI AND & EDE MERE SHORTED EXMITTER TO COLLECTOR FOLECTOR BASE.	ANIBTER HAD NO OUTFU ULT OF THE HIGH CURR OR AND EPHITER TO CO	IT. POWER SUPPLY SENT DRAW BY THE MLECTOR BASE.	MAS FOUND TO BE THE POHER BUPPLY, POHER	
CORRECTIVE ACTION-VENDOR STORS PER FAR 98-24-031.	CORRECTIVE ACTION-VENDOR WAS REQUESTED TO INTENSIFY INSPECTION AND TESTING OF THE ITEM PART AND INCORPORATED TRANSI Tors per far 98-24-031.	ION AND TESTING OF	HE ITEM PART AND	INCORPORATED TRAMBI	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSCUC	#3(1)2624E1	748	3E ETR 401005	YES DEMOIX NO 1052060-12-2-8	80 97 8 8
FAILURE MODE-OUT OF SPECIFICATE THG AT AN DIEGO COMIANCO THE NAHITER, MAICH MAS KNOWH TO DE AS MORMAL.	FAILURE MODE-CUT OF SPECIFICATION ON TOLERANCE. THE TRANSMITTER EXHIBITED EXTRANEOUS FREGUENCIES IN ITS OUTPUT, TES TING AT ANN DIEGO COMMIXMED THE REPORTED CONDITIONS, MONEYER, CONTABABLE DATA FROM A TEST PERFORMED ON A SIMILAN TRA MANITERS, MAICH MAS SHOWN TO DE GCOD, VERE NOT SIGNIFICANTLY DIFFERENT, IT WAS CONCLUTED THAT THE ITEM TRANSMITTER W AS MORNAL.	TTER EXHIBITED EXTRA COMPARABLE DATA PE DIFFERENT. IT WAS G	REGUS FREGUENCIE IOM A TEST PERFOR	S IN ITS COUPUT, TES MEG ON A SIMILAR TRA E ITES TRANSMITTER W	
CONRECTIVE ACTION-NOME. 8.	SINCE THE ANALYSIS DISCLOSED THE TRANSMITTER OPERATION TO BE SATISFACTORY.	ANSHITTER OPERATION	TO BE BATIBFACTO		
INDTRUMENTATION-A/B FELENCTAY SCT AND TRANSOUC ERS	AABO-G108/F3-801-G8 FLW CAMISTER	786	95. KTR-13.0	4 Q	
FAILURE MODE-FAIL TO OPER, OMENT WAS ISOLATED.	FAILUME MODE-FAIL TO OFERATE AT PRESCRIBED THE. BURING FIRST FRF ALL TELEMETERED DATA MAS LOST. MO INDIVIDUAL COMP Ment was isolated.	DT FRF ALL TRLEMETES	CD DATA MAB LOB!	. NO INDIVIDUAL COMP	

PASE 0461

SYSTEM EFFECT-C-CRATION DOES NOT START, TELENETRY SYSTEM FAILED TO OPERATE.

11 1UH 1068

	DIFFICULTIES REVIEW-INSTRUMENTATION STATEM-AIRBORNE	RUMENTATION SYSTEM"A	IRBORNE		-		_
AVSTEN BUB-BVBTEN	TEAT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRI VENE	PRI VENDOR HANE OTH VENDOR PART NO	
VEHICLE EFFECT-WOME,	VENICLE EFFECT-WOHE. CORRECTIVE ACTION-THE ENTIRE TELEMETRY TRANSMISSION BYSTEN WAS REPLACED, SUBSEGUENT TESTS MERE MORMAL.	MAS REPLACED, SUBSE	BUENT TEST	B SERE NO	8 MAC.		
INSTRUMENTATION-A/B YELLHETRY SET AND TRANSDUC ERS	F9-84-100 7LM CANIBTER	FAR 87-11017-1	3.E 4009RT	ETA	7£8 160		10440
FAILURE MODE-ERRATIC OPER BIEM JOISE DISAPPERCO ROOM INDIVIDUAL COMPONENTS TEA	OPERATION. DURING A STATIC FIRING THE TIM BYSTEM OUTPUT EXHIBITED EXCESSIVE MOISED. THE SOOM AFTER ENGINE CUTOFF, THE TLM BYSTEM EXCEPT FOR THE RF CANISTERS WAS REJECTED. MOMES TEATED WAS RESECTED. MOMEN.	A STATIC FIRING THE T'M SYSTEM OUTPUT EXHIBITED EXCESSIVE NOISES. THE TLM SY Cutoff, the tlm system except for the RP canisters was rejected. Nome of the Isible for the reputed Pailure.	XHIGITED E F CANIBIES	XCEBBIVE B WAS REJ	HOISES.	THE TLM BY IONE OF THE	
CORRECTIVE ACTIOM-NOME, 8	CORRECTIVE ACTION-NOME: SINCE THE FAILUR, WAS NOT CONFIRMED AND THE EXACT CAUSE OF FAILURE NOT DETERMINED.	D AND THE EXACT CAUS	E OF FAILL	RE NOT DE	1E9H] ME(
INSTRUMENTATION-A/B TELEMETRY SET AND TRAMSDUC ERS	AA60-0108/73-501-00-03 TLM CANIBTER	**	3E 600923	ETR-14	<u>.</u> 5		•
FAILURE MODE-FAIL DURING OPERATION, DURIN E COMPONENT IN THE RF TRANSHIBSION BYSTEM.	DURING OPERATION. DURING THE FIRST FRF ALL DATA WAS LOST, FAILURE COULD NOT BE 15GLATED TO ANY ON RF TRANSHIBSION SYSTEM.	IL DATA WAS LOST. FA	TLURE COUL	D MOT BE	? 50LA TEG	TO ANY ON	
SYSTEM EFFECT-ERRATIC OPE	C OPERATION. ALL DATA WAS LOST.						
VEHICLE EFFECT-NONE.							
CORRECTIVE ACTION-THE ENT	IE ENTIRE TRANSHIBBION BYBIEN WAS REFLACED, ALBO, FACTORY TORBUE PAINTED: BUT LOOSE: ALJAX CONNE	ICED. ALBO, FACTORY 1	ORBUE PAIN	TED. BUT	LOOSE	ILJAK CONNE	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	98-E4-186 POWER SUPPLY, TRANSISTOR	# v v	300	£13	YES BENDIX NO 104617	8END1X 1046173-2-A	•
FAILURE MODE-SHORTIELECT.	FAILURE MODE-BHORTIELECT.) POWER BUPPLY WAS INTERNALLY SHORTED. FAILURE ORIGINATED IN TRANSIETOR SEDS.	MIED. FAILURE ORIGIN	ATED IN TO	ANS I 6 TOR	, 00 4		
CORRECTIVE ACTION-THE VEN	IE VENDOR MAS REBUCETED TO INSTIATE CORRECTIVE ACTION FOR THIS PROBLEM FER PAR 88-E4-051.	RECTIVE ACTION FOR T	HIB PROBL	H FER FAI	-72-86	331.	
INSTRUMENTATION-A/U TELEMETRY SET AND TRANSDUC	SS-Z4-DPS COMMUTATOR: MOTOR	748	760 600916	4	YES REED NO 109	PEED AND PEEDE 1096465-48	
FAILURE MODE-FAIL DURING	FAILURE MODE-FAIL DURING OPERATION, DURING CANISTER CHECKOUT AT LAB. THE MOTOR FAILED TO OPERATE, AMALYBIS BHOWED	OUT AT LAB. THE HOTOM	FAILED TO	OPERATE	AMALY	18 SHOWED A	
						PAGE DARR	П

GENERAL DYNAMICS CONVAIR BIVISION

11 1UN 1166

		erroses rais, a portar contrata esta esta de la compansión de la compansió			The state of the latest designation of the l	-	
STSTEE SUB-STEE	TESTARFORT MUNEER FAILED COMPONENT NAME	DIF UATA SOURCE PART HUMBER	VEHICLE DATE DIF	81TE TIME DIF	PRI VENDOR NAME OTH VENDOR PART HO	AHE AT HO	
MIGH RESISTANCE, APPROXIM ANOUNT OF FRIE BRUSH MATE TATOR SEGMENTS.	HIGH REBIRTANCE, APPROXIMATELY FOR EXISTED IN THE ARMATURE CIRCUIT OF THE MOTOF. DISASSEMBLY DISCLOSED AN EXCESSIVE Amount of Frie Brush material in the Brush Retaining Block ind a heavy film of Erush material adhering to the Commu ator resments.	CIRCUIT OF THE MOTO	T. DISABSE	GLT DISC	THE MOTOF, DISASSEMBLY DISCLOSED AN EXCESSIVE FILM OF LRUSH MATERIAL ADHERIMS TO THE COMMU	· · · · · · · · · · · · · · · · · · ·	
CORRECTIVE ACTION-THE VENDOR IS HOW INSTALLING		A NEW TYPE MOTOR FROM A BIFFERENT SOURCE.	NT BOURCE.				
INSTRUMENTATION-A/S TELEMCYRY SET AND TRAMSDUC ERS	AE60-07421-401-00-76 TLM CANIBIER-TRANSMITTER	FLIGHT	740 620816	678-51 38	46.8 HO	•	
FAILURE MODE-ERRATIC CPER IT TRANSMITTER, DATA FROM	FAILURE MODE-ERRATIC CPERATION. DATA BIGHALB FROM RF 1 MEME REPEATEDLY INTERPYPTED BY NOIBE, BELIEVED DUE TO A FAUL It transmitter, data from other rfs mere free of noibe.	REPEATEDLY INTERPY	PTED BY NO	196. 861.3	EVED DUE 10 A	78.64	
SYSTEM EFFECT-ERRAFIC OFE SYSTEMS WAS LOST.	STSTEM EFFECT-ERRATIC OPERATIOM, MOISE REBULTED IN UNUSABLE DATA ON THE ARMA DIGITAL CHANNEL AND SCHE DATA OM "THER STSTEMS WAS LOST.	DATA ON THE ARMA O	IGITAL CHA	WEL AND	SCHE DATA OF	ЭТИЕВ	
VEHICLE EFFECT-NOWE.							
CORRECTIVE ACTION-MOME.					·		
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	FB-EA-DSE FUSCARRIER OBCILLATOR	FAR 7-01488	790	# #	VES BENDIN NO 1041862-4-2		1
FAILURE MODE-OUT OF TOLER	TOLERANCE, DURING CHECKOUT THE OFCILLATOR EXHIBITED HIGH OUTFUT FREQUENCY.	OR EXHIBITED HIGH O	WIFUT FRES	MEMCY.			
CORRECTIVE ACTION-MONE, BINGE	HINCE THE FAILURE HAS NOT COMFIRMED AND THE CAUSE OF THE FAILURE NOT DETERNINED.	AND THE CAUSE OF T	FE FAILURE	NOT DETE	ANINCD.		
INSTRUMENTATION-A/G TELEMETRY SET AND TRANSCUC	AA60-0098/F4-403-6JF8 GSC15LAFGR	COUNTDOM	400918	2	VE# 10E HO	•	* * * * * * * * * * * * * * * * * * * *
FAILURE MODE-OUT OF TOLERANCE.	F FOLERANCE, DUTING PRE-COUNT OF ATTEMPTED LAUNCH, THE TRIKMETRY RF PACKAGE GECILLATOR FOR CHANNE. E unbtable.	D LAUMCH, THE TELEN	KTRY RF PA	KASE OBC	ILLATOR FOR C	HAME	
BYSTEM EFFECT-ERRATIC OFE	SYSTEM EFFECT-ERRATIC OPERATION. OSCILLATOR FRLOUENCY UNSTABLE.						
VEHICLE EFFECT-COUNTDOWN DELAYED	DELAYED.						
CORRECTIVE ACTION-REPLACE	COARECTIVE ACTION-REPLACE THE RF TELEBETRY PACKAGE.						
,					144	PA6E 0463	

SENERAL DIMANICS CONVAIR DIVISION

CONVAIR DIVIBION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"ALINGORME

STSTEM SUB-STREM	TESTARFORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART HUMBER	VEHICLE Date dif	817E 981 TINE 01F 07H	PRI VENDOR NAME OTH VENDOR PART NO	3	
INSTRUMENTATION-A/B TELEHETRY BET AND TRANSOUC ERB	AE60-075483-401-00-47 Transducer, Circuit	FLIGHT	470 400912	5758-3 109	7E3 30	•	***
FAILUME MODE-SMONT (FLECT ME TRANSDUCER POWER SUPPLY	ISLECT). A SHORY IN ONE OF THE TRANSDUCERS OF INSTRUMENTATION CIRCUITRY RESULTED IN FAILURE OF SUPPLY AT 108 SCCORDS.	IERS OF INSTRUMENTATE	N CIRCUIT	RY REBULT	ED IM FAILURE OF	-	
ATRICH EFFECT-OPERATION BY.	ION STOPS PREMATURELY. DATA FROM 3D MEASUREMENTS WHICH USED THE TRANSDUCER POWER SUPPLY MAS	CASURENENTS WICH USE	THE TRAM	BOUCER PC	WER BUPPLY WAS I	3	
VEHICLE EFFECT-NOME, EVALUATION OF A PROFULFION T IE MEASUREMENTS WAICH DID NOT UJE THIS POWER.	EVALUATION OF A PROFULSION PROBLEM WAS MADE EXTREMELY DIFFICULT AS DATA WAS RECOVERED FROM IN DID NOT USE THIS POWER.	IS MADE EXTREMELY DIF	JOULT AB	DATA WAS	RECOVERED FROM C		
CORRECTIVE ACTION-15GLATION THE TRANSDUCER FOHER SUPPLY.	CORRECTIVE ACTION-1501ATION RESISTORS WERE SODED IN THE INSTRUMENTATION CIRCUITY TO PREVENT A SHORT FROM AFFECTIME He transoucer power supply.	ISTRUMENTATION CIRCUI	IY TO PREV	ENT A SHC	AT FROM AFFECTIN	4	
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSOUC ERS	AE 10-0811/FC-4CO-08-077 USCILLATOR	COMPOST IE-FACYORY	770 600808	,	YES NO	-	* * * * * * * * * * * * * * * * * * * *
FALLURE MODE-DUT OF TOLER CILLATOR. SYSTEM EFFECT-OPERATION T	FOLERAYCE. CHANNEL E MAB CPERATING BEYOND THE LOW FRENUENCY BAND EDGE DUE TO OUT OF ADJUSTED OB- IOM TOO LOM.	OND THE LOW FRENUENC	BAND EDE	5 50E 75	our or Absumpted	.	
VEHIC EFFECT+COMPOSITE	HIE RESCHEDULED. POST" COMPOSITE TESTING WAS REQUIRED.	ING WAS KERUIRED.					
DARECTIVE ACTION-READJUS	CORRECTIVE ACTION-READJUSTED THE CHANNEL E OSCILLATOR.	Тара дацыя, а націонарт канарай перементаліствя пада станува адмінатальнай перементальнай вейстальнай вейсталь				1	
INSTRUMENTATION-A/B TELEMETRY SET 40 TRANSOUC ERS	ACEG-DESAFE-ACO-DE-DES FLM CANISTER	COMPOSITE-FACTORY	#30 #00001		9 Q		***************************************
FAILURE DE-OUT OF TOLER C 19 WEN' & PCT FRM FROM E O LOM.	OLEBANCE, CHANNEL 14 EXCEEDED BANDWITK LINITS DURING VARIOUS PARTS OF THE TEST, CHANNELS 13 AN ION EXCEEDING THEIR BAND LINITS, FILANGNI VOLTASE SUPPLIED BY POMER DISTRIBUTION TRAILER WAS TO	H LINITS DURING VARI ENT VOLTASE BUFFLISO	BY POMER !	OF THE TE	RT. THANNELS 13 AN IOM TRAILER WAB TO	¥ 5	
BYSTEN EFFECT-ERRATIC OPE	OPERATIO:		٠				
YEHICLE EFFECT-COMPOSIYE	HIE RE-SCHEOULED, SATISFACTORY OFERATION CONFIRMED ON SUBSESUENT COMPOSITE.	TON CONFIRMED ON BUB	REUKHT CO	POSITE.			
HRECTIVE ACTION-POWER D	CORRECTIVE ACTION-POWER DISTRIBUTION TRAILER VOLTAGE PROFERLY ADJUSTED.	RLY ADJUSTED.				-	
Takka da	in Bangdola, jajour y indontifo escient Bangdola en 19 ieuwyskiethiaus, jahri jo (minakadolethi kanesis, et	. Lin, usi jugaja, je 1. Nasig dani sissa di 1900.ga sabah an ada sistab sissabah			PAGE 0484		

SEMERAL DINAMICS CONVAIR DIVISION

UIFFICULTIES SEVIEW-INSTRUMENTATION STRESSINGORM

ATEN BUB-BYBIEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	JIF DATA COURCE PART NUMBER	VEHICLE DATE DIF T	SITE PRE TIME DIF OTH	PRI VENDOR MANE OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMBDUC ERB	68-84-064 TLM CAMIBTER	7.78	3. B.C. B.C. B.C.C.C.C.C.C.C.C.C.C.C.C.C.	F X	YES BENDIX NO 1038060-18-8-8	•
FAILUME MODE-FAIL DURING CONNECTED DURING ANALYBIS.	THE OFFRETION. THE CANTETER EXHIBITED NO OUTPUT DURING BYSTEM CHECKOUT, PAILURE MOST PROBABLY BIS, SINCE EXACT CAUSE OF PAILURE COULD NOT BE DETERMINED.	OUTPUT BURING BYS	TEN CHECKO	UT. FARLU	AE HOST PROSABLY	
CORRECTIVE ACTION-HONE 81	CORRECTIVE ACTION-MANE SINCE THE EXACT CAUSE OF FAILURE COULD NOT BE DETERMINED.	D NOT BE DETERMINED	•			
INSTRUMENTATION-A/B TELEMETAT BET AND TRIMSOUC ERS	PB-E4-041 COMMUTATOR, BCREMB	FAR 27-12571-3	600617 E	ETR 7E	YES BENDIK NO	n • • • • • • • • • • • • • • • • • • •
FAILURE MODE-OUT OF SPECIFING LOOSE INSIDE, THE REMA	PECIFICATION. CANISTER WAS OPENED AT TLM. LAB., TWO 1/8 RPS COMMUTATOR MOUNTING SCREWS WERE LY Remaining two screws ware loose.	M. LAB.: TWO 1/8 RP	* COMMUTAT	OR MOUNTS	46 BCREWS WERE LY	
CORRECTIVE ACTION-CONVAIR BROWNEL.	CORRECTIVE ACTION-COMVAIR HAB REITERATED THE IMPORTANCE OF 400D NORTHANBHIP AND ADERUATE INDPECTION TO COGNIZANT ME Bonnel.	ООО МОККНАМЕНІЯ АНО	ADE BUATE	INSPECTIO	4 TO COGNIZANT "E	
INSTRUMENTATION-A/B TELEMETAY BET AND TRANSDUC ERB	98-24-076 Power supply	FAR.	4E 800864	, W13	YES GENOIX NO SOSSA40-6-8	0 6 9 6 7 9
FAILURE MODE-ELECTRICAL SI AT THE POWER SUPPLY WAS SHE	FAILURE HODE-ELECTRICAL BHORT, DURING BYSTEM CHECKOUT THE POWER SUPPLY EXHIBITED NO OUTPUT, INVESTIGATION SHOWED THE POWER SUPPLY WAS SHORT CIRCUITED INTERHALLY, THE DIRECT CAUSE OF THE FAILURE MAS NOT DEFINITELY ESTABLISHED.	MER BUPPLY EXHIBITE .T CAUSE OF THE FAIL	D NO OUTPU	T. INVEST I DEFINIT	EATION SHOWED TH	
CORRECTIVE ACTION-MONE, S.	SINCE THE EXACT CAUSE OF THE FAILURE WAS NOT DETERMINED.	WAS NOT DETERMINED				
INSTRUMENTATION-A/B FELEMETRY BET AND FRANSOUC (ERB	90-24-07\$ COMMUTA FOR	7 A B	370	WTR YES	YES UNITED ELECTRO NO DYMANICS ET-12242-1	
FAILURE MODE-ELECTRICAL OPEN. IMOPERATINE SO RPS COMUTATOR COMTACT WITH THE MOTOR COMMUTA	FAILURE MODE-ELECTRICAL OPEN. DURING CHECKOUT THE TRANSMITTER PAILED TO OPERATE ON CHANNEL 15. APPARENTLY DUE TO AN IMPERATINE 10 RPS COMMUTATOR HOTOR, DISAREMBLY DISCLOSED THAT APPROXIMATELY 4D PCT OF THE BRUSH FACES WERE MOT IN COMTACT WITH THE MOTOR COMMUTATOR SEGNENTS. THE BRUSHES HAD NOT BEEN PROPERLY RUN IN.	# FAILED TO OPERATE HAT APPROXIMATELY 4 HOT BEEN PROPERLY R	ON CHANNED D PCT OF TI UN IN.	75 44 37 BACKE 37	REMILY DUE TO AN ACCS WERE NOT IN	´.
COIRECTIVE ACTION-VENDOR 1	CORRECTIVE ACTIOM-VENDOR TO INVESTIGATE AND CORRECT BRUSH RUM -IN PROCEDURE.	M -IM PROCEDURE.				

SENERAL DYNANICS CONVAIR DIVISION

*****	DIFFICULTIES BEVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION BYBTEN'A!	RBORNE			
#274 P.	TEET/ASPOAT NUMBER FALLED COMPONENT NAME	DIF DATA SOUNCE PART NUMBER	VEHICLE B	TIME DIF OTH	VENDOR HANE VENDOR PART NO	
INSTRUMENTATION-A/B FELENETRY BET AND TRANSCUC ER2	AESG-0912/FC-4CO-61-086 TELEMETRY ACCESSORY PACKASE FILTER	COMPOSITE-PACTORY	600 600788	2 0		
FAILURE WOOK-FAILURE DUR 8: COULD HOT BE EVALUATED MEWIR. ACCELEROMÉTERS AGO	FAILURE WOEF-FAILURE DURING GFERATION. MEASUMENENTS ASDBO: AGIDG: ASSPO: AGZOO AND AGZIO SENDING B: COULD NOT SE EVALUATED GUANTIFATIVELY DUE TO A DESIGN PROBLEM INVOLVING THE FILTERS ASSOCIATED MENIS. ACCELEROMETERS AGGBO AND AGISO WERE FOUND TO BE FAULTY ON POST-COMPOSITE TESTING.	HEEDS ASSEDS ASSEDS ILEN INVOLVING THE STORY ON POST-COMPOSITE	AND ASELO BE ILTERS ASSOC TESTING.	NOING MODE LATED MITH	MOGE ACCELÉRONETER MITH THESE HEASURE	
STRIEM EFFECT-ERNATIC OFERATION. VEHICLE EFFECT-COMPOSITE RE-BCHE B WERE FOUND TO BE FAULTY.	BYBIEN EFFECT-ERHATIC OPERATION. VEHICLE EFFECT-COMPOSITE RE-BCHEDULED. PROPER OPERATION CONFIRMED ON BUBBEBUENT COMPUBITE HOMEVER TWO ACCELEROMETER - WERE FOUND TO BE FAULTY.	THE ON SUBSECUEN	1 211804HDD 1	OUCVER TW) ACCELEROMETER	
CORRECTIVE ACTION-NEW FI	CORRECTIVE ACTION-NEW FILTERS WERE DESIGNED AND INSTALLED IN THE ACCESSORY PACKASE. NO REPLACEMENTS AVAILABLE FOR JULTY ACCELEROMETERS ASSISO AND ASSISO. NO FURTHER TESTING.	H THE ACCEDBORY PAC	IASE. NO REPI	ACEMENTA	AVAILABLE FOR F	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSBUC ERB	AEEG-0412/FC-4CO-01-40 COMMECTOR-ELECT	COMPOSITE-PACTORY	\$50 \$50789	2		****
FAILUNE MNOS-ELECTRICAL. E CIRCUITT FOR MEABURENES	FAILUNE MNOS-ELECTRICAL OPCN. MEARVREMENT ASSRI INDICATED 19 PCT IBM MAEN O PCT MAB EXPECTED. A PIN PERTIMENT TO TH E circuitt for meaburemt asszi hab rackem in receptacie rys,	S PCT IBW MEN O PC	T WAS EXPECT	6 . A . E	PERTINENT TO TH	
	STREEM EFFECT-OFERATION TOO MIGH. VEHICLE FFFECT-COMPOSITE RE-ECHEDULED, BATISFACTORY POST-COMPOSITE TESTING ACCOMPLISHED.	MPOBLIE TESTING ACC	OMPLESHED.			
COMMECTIVE ACTION-THE TI INSTRUMENTATION-A/2 TELEMETAT BET AND TRANSOUT EAS	TRANSOUC TRANSOUCER SORT PACKAGE WAS REMOVED AND RECEPTACLE FOR HITTANSOUC TRANSOUCER SOUTH SOUT	COMPOSITE-S FACT	660 118 69	2,0	entrance of the second	# # # # # # # # # # # # # # # # # # #
FAILURE WOOE-BHORT (ELECT), PO-LT.	FAILURE WORF-BHORT (ELECT), FOOR COMMECTION IN BY TAM TRANSDUCER FLUE CAUSED BHORTIMG OF TELEMETRY NO. 3 FONER BUP! "Y. STREEN EFFECT-LRAFFIC OFFRATION, AT APPROXIMATELY 68 SECONDS THE POMER BUPPLY WAS BHURTED OUT AND REMAINED IN THAT	BUTER PLUE CAUSED B	HORTING OF T	CLEMETRY N	O. 1 POMER BUPP MAINED IN THAT	
VEHICLE EFFECT-						
CORRECTIVE ACTION-LAMENO	CORRECTIVE ACTION-LINENCEM. THE TRANSDUCER MAS REMOVED AND REPLACED.	EPLACED.				1

GENERAL BYNAMICS CONVAIR BIVISION

**** 202 11

		DIFFICULTIES SELECTED TO THE PROPERTY OF THE P	UMENTATION STREET	HOOMNE				
1	ATATEM BUB-BYATEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE FART NUMBER	VEHICLE DATE DIF	BITE TIME OIF	N T I	PHI VENDOR NAME OTH VENDOR PART NO	
1555	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	INSTRUMENTATION-A/B 86-E4-046 TELEMETRY BET AND TRANSDUC VALVE-TRANSDUCER CHECKOUT ERB	FAR 87-01870-1	#£ #0070#	VCAHORE	1 9	SYCAHORE YES JAMES, FOND AN HO D CLARK MY-01878-1	***************************************
	FAILURE WODE-LEAR, DURIM ITEM VALVE, INTERNAL LEAR, ING OF THE FORFET G'MAMIC DENTIFIEG ON THIR FAR,	FAILUME WODE-LEAR. DURING CALIBRATION OF THE TGANSDUCER: BOOD PBI NITROGENMAS APPLIED TO THE CALIBRATE PORT OF THE ITEN VALVE. INTERNAL LEARASE ALLOWED THE MIGH PRESSURE GAS TO ENTER THE HYDRAULIC STREM. LEARASE MAS CAUSED SY CUTT ING OF THE COPPET GYMANIC Q-RING BY TRAVEL PAST THE TRANSDUCER PORT DURING POPPET ACTUATION. TOTAL OF SIX FAILUMES I DENTIFIED ON THIS FAR.	DO PRI NITROGENMAR TO ENTER THE HYDRAUM ER PORT DURING POPT	APPLIED TO IC BYBIEM ET ACTUATI	THE CAL. LEAKAGE LOM. TOTAL	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	E POST OF THE CAUSED BY CUTT SIX FAILURES 1	
	CORRECTIVE ACTION -PROCED ER THAN 10 PRIG ON THE RETH THE YENGON SYGCK ARE BEIN THE POPPET TO INSURE POS	CORRECTIVE ACTION-PROCEDURES HAVE BECH MODIFIED TO INCLUDE (II) PROMIBITING ACTUATION OF THE VALVE POPPET WITH GREAT Er than 10 psig on the brief post, (E) senting of the bystem prior to calibration of the transducer, all valves in The yemom stock are bring modified to include-(a) increased chamfr on the transducer port, (b) increased length of The poppet to insure positive seal at high pressures.	(1) PROMIBITING ACT IN PRIOR TO CALIBRA O CHANTER ON THE TR.	TON OF THE	THE VALV TRANSOU	E	ALL WITH CREAT ALL VALVER IN EASED LENGTH OF	
1	INSTRUKCHTATION-A/8 AA60-3034/P1-405-TELEMETRY SET AND TRANSDUC TELEMETRY RF NO E	AA&0-0034/P1-401-00-60 : TELEAETRE RF NO E	COUNTROLL	000000	A 1 - A 1	ž 9		•
	FAILURE MOG-ERRATIC OPE BYBIEM EFFECT-ERRATIC OF	FAILURE MODE-CRRATIC OPERATION. TELEMETRY RF NO. 8 DATA BECAME MOISY DURING THE LAUNCH AFTEMPT. Bebiem effect-erratic operation, hoibe caused loss of data on Rf No. 2.	CAME MOISY DURING TO ON RF NO. E.	E LAUNCH	ATTEMPT.			
	VEHICLE EFFECT-MOME.	VEMICLE EFFECT-NOME. CORPECTIVE ACTION-CAMISTER WAS REWOVED AND REPLACED.						
<u> </u>	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSCUC ERS.	AE60-0537/P3-402-00-87	PLIGHT	873 600687	ETR-12 322.4	2 3		•
	FAILURE WOOK-FAIL DURING S PERCENT 1844.	DURING OFERATION, AT 328.6 SECONDS THE 8.4 AND D.S VOLT POWER BUFFLIES DROFFED TO AFPROXIMATELY &	A AND DAS VOLT PON	ER BUFFLIE	B DROFFED	2	APPROXIMATELY &	
	STRIEM EFFECT-IMPROPER A UMPLY, LITTLE DATA WAS LO EMAT TIME,	BFBIER EFFECT-IMPROPER ANALOG SIGNALD. NO TELEMETRY COVERACE ON MEABUREMENTS UTILIFING THE B.A.AND D.S VOLT POWER B PFELT. LITTLE DATA MAS LOST HOMEYER, BIMCE THE MAJORITY OF THE MISBILE BYSTEMS WERE NO LONGER IN ACTIVE OFERATION AT TWAT TIME.	LE ON MEABUREMENTS THE MISSILE STRICKS	UTILITING VERE NO L	THE B.4 A	8 T 2 4	.s volt pourr s vg operation at	
	VEHICLE EFFECT-HOME.						٠	
	CORRECTIVE ACTION-HOME.	Andreas de la companya de la company						
L								
							4070 3974	ח

SENERAL DYNAMICS CONVAIR BIVISION

FALLURE MOCE-FAIL TO OPERATE AT PRESCRIBED TIME, BATCHOVER OF CHANNEL E FROM COMMUTATED MODE TO CONTINUOUS MOCE TO CASSERVE STRONGE LIGHT OPERATION DOES MOT SCEAMED BY A MICHAEL E FROM COMMUTATED MODE TO CONTINUOUS MOCE TO CASSERVE STRONGE LIGHT OPERATION DOES MOT START. SYSTEM EFFECT-OPERATION DOES MOT START, MONITORING OF STRONGE LIGHT OPERATION DID NOT START. VEHICLE EFFECT-OPERATION DOES MOT START, MONITORING OF STRONGE LIGHT OPERATION DOES NOT START. SYSTEM EFFECT-OPERATION DOES MOT START, INDERATIVE TELEMETRY TRANSMITTER. VEHICLE EFFECT-OPERATION DOES MOT START, INDERATIVE TELEMETRY TRANSMITTER. FAILURE MODE-FAILURE TO OPERATE AT PRESCRIBED TIME, MEASUREMENTS PRAYX SUSTAINER CUTOFF RELAY LOCKIN AND PTRY VERMING. EAS.	E FROM COMMUTATED ATION DID MOT BTAR AD/DPL BS 600618 CR. ER.	#1. #00E TO COM: #0	NTI MUOUS MOCE TO	
TRANSDUC CONNECTOR-WIRING TO CPERATE AT PRESCRIBED TIME, BROKEN WIRE IN CONNECTOR-WIRE IN CONNECTOR-WIRE IN CONNECTOR-WIRE IN CONNECTOR-WIRE IN CONNECTOR-WIRE IN CONNECTOR WIRE IN CONNECTOR WIRE IN CONNECTOR WIRE IN CONNECTION TO CONTOR THE WASHITT-IN THE WASHITT-IN CONTOR THE WASHITT-IN CONTOR THE WASHITT-IN CONTOR THE WASHITT-IN TH	600618 600618 600611			* * * * * * * * * * * * * * * * * * *
ERATION DOES NOT START, INOPERATIVE TELEMETRY TRANSMITTON-CONTR. DELAYES. N-UNKNOWN. N-UNKNOWN. N-CANADOUC TLA CANADOCACA-SE TRANSDUC TLA CANADOCACACA-SE CONTOSITE-INANDICACACACACACACACACACACACACACACACACACACA	46	*		
LURE TO CHERATE AF PRESCRIBED TIME, MEABUREMENTS PS47X		9	* _	
RY CANISTER- PRATE AND PTER- NOT WIRED. STREET REFECT-WONE. VEHICLE EFFECT-COMPOSITE RE-SCHEDULED. SATISFACTORY POST-COMPOSITE TESTING MAS PERFORMED.	SUSTATURE CUTOFF R. C.F. THEIR RESPECT! THE MAS PERFORMED. FOR MEASUREMENTS F	FLAY LOCK VE RELAYB 347X AND	MAND PTPK VERME WIRING ERROR IN	
3 3 3	ACTOMY 32D BDG&L1 BSD VE PITCH ROLL- COPER CONFIGURATION	ME CATE	VES NO BOVEMENT IN REVE	<u> </u>

SENERAL DYNAMICS CONVAIR BIVERION

9947 WAT 81

***************************************	DIFFICULTIES REVIEW-INSTRUMENTATION STRTEM-AIRBORNE	TRUMENTATION SYSTEM"	IRBORNE				
Milate - dre	TEST/REPORT NUMBER FAILED COMPOSENT NAME	BIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF		PRI VENDOR HAME OTH VENDOR PART NO	
STRIEM EFFECT-IMPROFER ANA	OFER ANALOG BISHALS.						:
VEHICLE EFFECT-COMPOBITE A	VEHICLE EFFECT-COMPOSITE RE-SCHEDULES, SATISFACTORY POST COMPOSITE TESTING MAS PERFORMED.	COMPOSITE TESTING MA	PERFORMED	•			
CORRECTIVE ACTION-CORRECTS	CORRECTIVE ACTION-CORRECTED HARMER WIRING TO PROPER CONFISURATION.	ISUMATION.					
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC Y ERB	AEGO-0981/F1-401-00-84 TBARENTTER	COUNTDOMM	840 \$0081	ETR-11	2		•
FAILURE MODE-ERRATIC OFERA	FAILURE MODE-ERRATIC OPERATIOM. TELEMETRY RFB BIGHAL BIREMSTM WAS VARYIMS FROM 1000 TO 5000 MICROVOLTS.	HETH WAS VARYING FROM	1 000 10 1	000 M1CB	OVOL T		
BTBTEN EFFECT-ERRATIC OFER	STRIEM EFFECT-ERRATIC OFERATION, DEGRADATION OF DATA FROM RFS OCCURRED.	RFS OCCURRED.					
VEHICLE EFFECT-COUNTDOWN DELATED.	DELAYED.						
CORRECTIVE ACTION-REPLACED	REPLACED TRANSMITTER.	,					
INSTRUMENTATION-A/B FELEMETRY SET AND TRANSDUC 1	98-24-041 Transoucer, instrumentation	FAR 7-01728-51	420 \$00800	CTA	g o	COMBOLIDATED Z LECTRODYNAMICS UNENOWN	******
FAILURE MOG-ERRATIC OPERA	IC OPERATIOM. TRAKBOUCER FOR MEABUREMENT FIF INDICATED AN INTERMITTENT OUTPUT.	I FIF INDICATED AM IN	ITERNI TTENI	OUTPUT.			
CORRECTIVE ACTION-MOME, FA	FAILURE MAS NOT COMPTRINED.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC CERS	AEGO-0320/P4-401-00-48 Como I Tioner- Bignal	7184	480	A18 14	# Q		***
FAILURE MODE-ERRATIC OPERA	FAILURE MODE-ERRATIC OPERATION, INVESTER AC VOLTAGE DATA APPEARED TO BE ERRATIC ALTHOUGH IT STAYED MITHIN SPECIFICA 30m. The Frratic data mas not replected in uger systems and is therefore considered to be erroneous data.	APPEARED TO BE ERRAT! MD 18 THEREFORE CONS.	C ALTHOUGH	E ERRONE	17 03 00 00	THIM SPECIFICA NTA.	
SYSTEM EFFECT-MOME.							
VEHICLE EFFECT-MOME.							
CORRECTIVE ACTION-HOME.							
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSOUC T	98-E4-036 Tramboucer, instrumentation	FAR 7-01783-14	450	84H DIE.	* Q	SAN DIKE VES CONSOLIDATED K O NO LECTRODYNANICS	
PAILURE MODE-EARATIC OPERA	FAILURE MODE-EARATIC OPERATION. TRANSDUCER WAS REPONTED TO NAME ERRATIC OUTPUT FROM 11 TO 13 PSIS.	O HAVE ERRATIC OUTPUT	FROM 11 T				
						PARE GABS	

SEMERAL BYNAMICS CÓNVAIR DIVISION

		DILLING THE THAT THE PERSON OF THE PARTY OF	RUMENTATION STREET	N NO ON N				
	47.87EH 8-08-87.81EH	TEBT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VENICLE DATE DIF	#17E	# 5 6 5	VENDOR HAPE VENDOR PART NO	
	CORRECTIVE ACTION-WOME.	CORRECTIVE ACTION-NOME, FAILURE MAS NOT COMPIRINED.						;
	IMBTRUMENTATION-A/S 98-E4-095 IELEMETRY SET AND TRANSOUC AMPLIFIER: CAPACITOR	98-E4-D93 : AMPLIFIER, CAPACITOR	FAR	840	ETR	# Q	BENDIK TAVB	•
	FAILURE MOS-ELECTRICAL ITED LOW POWER OUTPUT, IN T THE SHORTED CAPACITOR M	FAILURE MOSS-ELECTRICAL BHORT, WHILE ACTING AS A SUPPORT PUNCTION FOR GUIDANCE STREM CHECKOUT. *** AMPLIFIER EXHIB ITED LOW POWER OUTPUT, INVESTIGATION DISCLOSED THAT A BCREM STRASS CAPACITOR, C-6 WAS SHORTED, PAILWIN WAS CAUSED BY THE SHORTED CAPACITOR WHICH REDUCED THE SCREEK TO SROUND RESISTANCE AND RESULTED IN BIAS CHANGES IN THE CIRCUIT.	UNCTION FOR GUIDANCE IN BYPASS CAPACITOR: RESISTANCE AND RESUL	8787EM C+ C-6 WAS 84 TED IN 81A	REKOUT. HORTED. F	1	AMPLIFIER EXHIB TO WAS CAUSED S THE CIRCUIT.	
	CORRECTIVE ACTION-CONVAIN	CORRECTIVE ACTION-CONVAIR HAS INFORMED THE VENDOR OF THE DISCREPANCY AND WILL MAINTAIN SURVEILLANCE OVER THE COMPONENT SO THAT AUDITIONAL CORRECTIVE ACTION MAT SE TAKEN IF MARRANTED.	IBCREPANCY AND WILL RRANTED.	MAINTAIN A	URVEILLA	#C#	DVER THE COMPON	
	INSTRUCTIVE SCT AND TRANSOUCERS	AESU-0364/FC-4CO-03-73	COMPOSITE-FACTORY	71D 8004E7		¥ 0		******
	FAILURE MODE-OUT OF TOLE. AND 48, MAS MOT HOWITORE	FAILURE MODE-OUT OF TOLERANCE. THE ERROR RATIO DEMODULATOR GUTPUT: PEABURENENT UBIY: RF 140-1. CHANNEL A: BEGNENTS 19 AND 49: MAS MOT HONITORED DURING THE CONFOSITE TEAT DUE TO AN INCORRECTLY WIRED TELEMETRY HARNESS.	OUTPUT: VEABURENENT	USIV, RF O TELEMETS	NO.1 CHA	MPE.	A: BEGMENTS 19	
	SYSTEM EFFECT-MOME.	BYBTEM EFFECT-MOME. VEHICLE EFFECT-COMPOSITE RESCHEDULED. PROFER OPERATION COMPIRMED ON BUBBEBUENT COMPOSITE.	FIRMED ON BUBBE BUCKT	CO4F081 TK	.:			
	COPRECTIVE ACTION-THE MARKERS MAS RE-WORKED.	INCSS WAS RE-WORKED.						
	IMBTRUMENTATION-A/B TELEMETAT BET AND TRANSDUC ERS	AESC-0364/FC-4CO-01-71 : TLM CAMINIER	COMPOSE TE-FACTORY	710 600427		¥ 0		0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
3	FAILURE MODE-DRIFT MEASUR BAND EDGE AND DID MOT REG MANNEL 11. BEGMENT ES DID	'MEABUREHEMT BESTO (BUBTAIMER PITCH) IMDICATED A B PERCENT ABRUPT SHIFT TOMARD THE HIGH FREGUENCY Mot recash itb criginal level (R°MO, 1; Channel S). The Bame meaburement monitored on RF MO, B; C Bs did mot brow this combition, the exact cause was unknown	JCATED A B PERCENT A CHANNEL S). THE BAME T CAUBE WAS UNKNOWN	BRUFT SHIY MEABURENE	T TOWARD	ONED THE	HIGH FREGUENCY ON RF NO. B. C	
	BESTER SFFECT-BOSE.							
	VEHICLE EFFECT-NOME.							
_	COMMECTIVE ACTION-CHANNEL	CORRECTIVE ACTION-CHANNEL B OF BF NO. 1 FUNCTIONED NORMALLF ON NUMEROUS RETEBTS AND THEREFORE WAS CONSIDERED SATISF CTORY	T ON NUMEROUS RETEST	S AMO THES	EPORE WA	0	HAIDERED BATIBE	
· · · · · · · · · · · · · · · · · · ·							TAGE 0490	
۰			energialistical desired and an experimental series	-	-			7

٠ ,

MANICE.	B1 VI 610M
MAL O'	IG HIV
	COMMAIR

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRRORME

10 JUN 1966

8787EW 808-878TEW	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE CATE DIF T	817E	PRI VENDOR NAME OTH VENDOR PART NO	3	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUCERS.	AEGG-G364/FC-4CO-D3-75 TLN CAHESTOR	COMPOSITE-FACTORY	710 800487		4 KE 8	•	•
FAILURE WODE-FAIL DURING OPERAT IFERTED SPIRING UP TO 18 PERCENT SYSTEM EFFECT-ERRATIC OPERATION	DURING OPERATION, MEASUREMENT ISAIV (CONTROL MZE.S PWR BUP) CHANNEL 12; BEGMENT 13; RF MO. 1; MAN To 19 Percent IBM. The Exact Cause was unknown. Tic Operation.	IOL NEELS PUR BUP)	CHANNEL 18.	BECMENT	13. Rf NO. 1.	;	
VEHIC E EFFECT-COMPOSITE I	VEHIC.E EFFECT-COMPOSITE RESCHEDULED. POBT-COMPOSITE TEBTING MAS REGUINED. Corrective action-repeated retests could not duplicate this condition.	WAS REBUINED.					
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	98-24-064 OBCILLATOR-WIRING	E V V	48D E	ETR	YES BENDIX NO 1052084-AGA	:	94428
FAILURE MODE-ELECTRICAL 24 COULD MOT BE CONFIRMED, DI MABELS, IT MAS CONCLUDED T	FAILURE MODE-ELECTRICAL BYORT. DURING BYBIEM CHECKOUT OSCILLATCA REPORTEDLY EXHIBITED INTERHITTENT OUTPUT, FAILURE COULD NOT BE CONTIRNED. DIARSENBLY FOUND A ONE INCH PIECE OF WIRE LOOSE BETWEEN THE TERHINAL BOARD AND OSCILLATOR G HABBIS. IT WAS COMCLUDED THAT THE WINE HAD GEMERATED A SHORT CIRCUIT BETWEEN TERHINAL PINS CAUSING THE FAILURE.	LATCA REPORTEDLY EX 'WINE LOOSE BETWEE CIRCUIT BETWEEN TE	HIBITED INT N THE TERMINAL RMINAL PINS	ERMITTEN NAL BOAR CAUBING	T OUTPUT, FAILL D AND OSCILLATO THE FAILURE.	U .	
CORRECTIVE ACTION-VENDOR	TO INTENSIFY HIS INSPECTION SURVEILLANCE OF THIS COMPONENT AND IMPROVE HIS SUALITY CONTROL	LANCE OF THIS COMP	ONENT AND LI	H-ROVE H	IS GUALITY CONT	ó	
INSTRUMENTATION-A/B TELEMETRY SET AND TRAMBOUC I ERS!	POWER CHANGE OVER BWITCH	FAR 7-01788-3	480 600322	£178	NO KINETICS	8	1000
FAILURE MODE-ELECTRICAL OF URMED OUT MOTOR ARMATURE MI	CTRICAL CPEN, TELEMETRY CAHISTER COULD NOT BE TRANSFERRED TO INTERNAL POWER, FAILURE WAS DUE TO REATURE WINDING CAUSED BY COMDITIONS EXTERNAL TO THE SMITCH.	IE TRANSFERRED TO A	NTERNAL POM	CR. FAIL	URE WAS DUE TO	•	
CORRECTIVE ACTION-NOWE.						-	
IMBTRUMENTATION-A/B TELEMETHY BET AND TRANSDUC I ERS	AASO-UUIS/F1-4CO-U1-48 Telewetry Carmister	COMPOSITE-J PACT 87-18880-8	** 087		4 C B		
FAILURE MODE-OUT OF EXPECT SYSTEM EFFECT-ERRATIC OPER	FAILURE MOGE-OUT OF EXPECTED TEST VALUE. TELEMETRY PACKAGE RFR HAD AG PERCENT MOISE LEVEL OUTPUT. System effect-erratic operatiom, telemeter output obscured by moise.	FR HAD AG PERCENT	MOIBE LEVEL	outeut.			

PAGE 4491

SENERAL DYNAMICS CONVAIR DIVISION

11 1UN 1916

.

	DIATED ALL ALL ALL ALL ALL ALL ALL ALL ALL BY STATE ALL ALL BOARD ALL ALL ALL ALL ALL ALL ALL ALL ALL AL	UMENTATION BYBTEN'A	IRBORNE				
BYSTESS BUG-STOVE	TESTAGEORT NUMBER FALLED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	# 0 # X	PRI VENDOR NAME OTH VENDOR PART NO	
VEHICLE EFFECT-MONE.		Abel, diskinketeininin elemenen (ih Aberramonin in serialisiseinen on der Aberramonin in serialiseinen der Aberramonin in serialisei					*****
CORRECTIVE ACTION-TELEMET	CORRECTIVE ACTION-TELENETER PACKAGE REPLACED. IRABBABA.						
INSTRUMENTATION-A/B VELENETRY SET AND FRANSOUC	AA60-0180/78-48K-08-88	COMPOST TE-FRD/DPL	850 600381		₹ ₹		•
FAILURE MODE-CONTAMINATIC STRIEM WERE CONTAMINATED N	FAILURE MODE-CONTANINATION. NUMEROUS SENSING LINES AND TRANSDUCERS IN THE FUEL TANK PRESSURITING SYSTEM AND THE MU STSTEM WERE CONTANINATED WITH FUEL AS A RESULT OF OVERFILLING THE FUEL JANK.	BOUCERS IN THE FUEL F THE FUEL .AMK.	TANK PRESI	UR 1 7 1 146	1473	EN AND THE "U	
BYSTEN EFFECT-CONTAMINATION	ion.						
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE AND TANKINGS DELAYED AND RESCHEDULED.	•					
CORRECTIVE ACTION-LINES A	COMRECTIVE ACTION-LINES AND CONFONENTS REMOVED, CLEANED, AND REINSTALLED OR REFLACED. SOME LINES AND COMPONENTS FUR Ed im place.	S REINSTALLED OR REI	PLACED. BOR	C 1.1MC&	A K	COMPONENTS PUR	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	98-24-057 COMMUTATOR	FAR 27-12214-1	400	# 1 3	1	YCS BENDIK NO	6.52
FAILURE MODE-ELECTRICAL S A MEGATIVE PEDEBTAL BECHE URRED MITHIN THE POTTING N	FAILURE MODE-ELECTRICAL SHORT. COMMUTATED CHANNEL OUTPUTS MERE ERRATIC. TESTS SHOWED A 60 CHM SHORT EXISTED BETWEEN A megative pedestal segment and a block of information segments in section a of the commutator, a short circuit occ urred within the potting material directly between segments st and 22.	RE ERRATIC. TESTS : ENTS IN SECTION A OI SI AND SE.	BHOMED A 60 7 THE COMHU	OHN SH	A 4	KISTED BETWEEN RT CIRCUIT OCC	~
CORRECTIVE ACTION-VENDOR	TO INTENSIFY INSPECTION SURVEILLANCE.	ï.					
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	PB-24-U60 TRANSMITTER-TUBE ELECTRONIC	гля	#0031# E	ETR	\$ Q	8END1X 103E040-11-28	****
FAILURE MODE-FAIL TO OPER. ATED TO V-3, THE GUADRUPLE: RAMBHITTER OPERATED BATABL	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, DURING CHECKOUT THE CAMISTER EXHIBITED MO OUTPUT, TROUGLE MAS ISOL Ated to V-3, the buadrupler tube, which was found to have low emission, tube V-3 was subsequently replaced and the t Ranshitter operated satispactorily.	KOUT THE CAMBATER I FEMILIALION, TUBE V-1	IMMBITED M	O CUTPUI	7 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	OUGLE WAS ISOLACED AND THE T	
CORRECTIVE ACTION-INKNOWN	UNKNOWN. THE CAUSE OF THE TUBE FAILURE WAS NOT DETERMINED.	HOT DETERMINED.					
						2078	

SENERAL DYNAMICS CONVAIR DIVISION

	DIFFICULTIES AEVIEW-INSTRUMENTATION SYSTEM-AIRBOANE	RUMENTATION SYSTEM'S	IRBORNE				_
87.87EM 8UB-87.8TEM	TEST-REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART MUNBER	DATE USE	SITE TINE DIF	# 5 0	SITE PRI VENDOR HAME TANE DIF OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSOUCERS	何ずくひのとかびずってもへんたちがずした。	соинтвомм	420 600206	ETA-11	£ 2		**
FAILURE MODE-OUT OF TOLES	OF TOLERANCE. CHANNEL A MAS NOISY AND MAD SLIGHT CENTER FRESURHCY DRIFT.	STREET CRETER FRES	MEHCY DRIFT	•			
STRICK SPFECT-IMPROPER ANALOG SIGNALS.	MALOG BIGHALS.						
VEHICLE EFFECY-COUNTDOWN DELAYED.	DELAYED.						
CORRECTIVE ACTION-REPLACE	I-REPLACED TRANSMITTER.						
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	PB-24-04E RANNOUC SUBCARRIER OSCILLATOR-CIRCUIT	FAR	200 400300	ETR	46	YES BENDIX NO 1040458-11M	# 100
FAILURE MODE-ELECTRICAL (E CONNECTED THE NEATER GR HTACT WITH THE OBCILLATOR	FAILURE MODE-ELECTRICAL OPEH, BUBCARRIER OBCILLATOR FOUND TO HAVE NO VOLTAGE OUTPUT. PIN 6 LMICH MORNALLY MOULD MAY E connected the reater eround of Tube V-8 TYPE 6111: TO THE OBCILLATOR CIRCUIT GROUND; WAS NOT IN GOOD ELECTRICAL CO MTACT WITH THE OBCILLATOR INTERNAL PRINTED SHOWND CIRCUIT IN WHICH THE PIN MAS MOUNTED.	TO HAVE NO VOLTAGE (OGCILLATOR CIRCUIT M WHICH THE PIN WAB	GROUND, WEN	6 1011 S	900 900 900 900	IALLY WOULD MAY	·
CORRECTIVE ACTION-CONVAIL	CORRECTIVE ACTION-CONVAIR IS TAKING CORRECTIVE ACTION MITH THE VENDOR TO INTENSIFY HIS INSPECTION SURVEILLANCE ON	THE VENDOR TO INTE	BIRY MIB	Napect Ic	3	VEILLANCE ON T	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	98-24-044 COMMUTATOR	FAR	00000	A A	# O	YES REED AND REESK No 1096183-48	***************************************
FAILURE MODE-OUT OF TOLE MOTOR MAS RUMMING AY E.S. GEAR BUPPORT PLATE.	OF TOLERANCE. DATA INDICATED THE MOTOR WAS RUNNING BELOW REQUIRED SPEED. TESTS DISCLOSED THAT THE AY 2.5 APS AND HOLSY. DISASSEMBLY DISCLOSED MOTOR OUTPUT DRIVE SEAR RUBBING HEAVILY ON THE PLANCT.	IS RUNNING BELOW RESIDED WITH DRIED	UIRED BPEEG Vr eean Rui). TESTS	918CI 841LY	ON THE PLANET	
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR TO INTENSIFY INSPECTION BURVEILLANCE.	.#6£.				September , grant interess of the september sections and the september sections and the section and the sections and the sections and the sections and the sections are sections and the sections are sections and the sections and the sections are sections are sections are sections and the sections are sections and the sections are se	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	98-24-045 : COMMUTATOR	FAR	06000	613	2 2	YES REED AND REESE NO 1086485-65	
FAILURE MODE-ELECTRICAL OPEN. THE OSED THAS AN ARRATURE COMDUCTOR CON INTERNITTENT ELECTRICAL CONNECTION.	FAILURE MODE-ELECTRICAL OPEN. THE MOTOR OPERATED BELOW THE REQUIRED SPEED. THE MOTOR RAN AT 26.6 MPS ANALYSIS DISCL OSED THA! AM ARNATURE COMBUCTOR COMNUTATOR SEGHEMT CONNECTION WAS NOT SOLDERED AT THE SEGMENT: WHICH RESULTED IN AM INTERNITTENT ELECTRICAL CONNECTIOM.	FREUIRED SPEED. TH ION WAS NOT SOLDERED	E HOTOR RAI	A 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	- H	AMALYBIB DIBCL Rebulted in am	
							Т

GENERAL DYNAMICS CONVAIR DIVIBICA

*** ***

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM"AIRSORME

ATATEM BUB-878TEM	TEST/AEFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DATE DATE DATE DATE DATE DATE DA	817E	PRI VENDOR NAME. OTH VENDOR PART NO	<u> </u>
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOM TO INTENSIFY INSPECTION SURVEILLANCE.	**************************************		and characteristics of high characteristics		
INSTRUMENTATION-A/B BB-E4-D31 FCLEMETRY SET AND TRANSDUC FOMER BUPPLY, TRANSISTOR	POWER BUPPLY, TRANSISTOR	YAR	420	E.T.	YES DENDIK NO 1051440-28	
FAILURE MODE-FAILED DURING EGE: AN AMPLIFIER FRANSISTON TO COLLECTOR SHORTS, IT IS	D DURING OFERATION, POWER SUPPLY EXHIBITED NO OUTPUT DURING CHECKOUT PROCEDURES. EMITTER PIN OF A RANAISTOR, HAD BASE TO COLLECTOR AND EMITTER S. IT IS BELIEVED THAT THE PRIMARY CAUSE OF FAILURE MAS AN INTERNAL COMPONENT MALFUNCTION.	ID NO OUTPUT DURING NEESTONS SEUS AND SOF FAILURE WAS AN I	CHECKOUT P ED4 HAD BA MTERNAL CO	ROCEDURES \$2 TO COMPONENT	S. ENITTER PIN OF & LECTOR AND ENITTER MALFUNCTION,	
CORRECTIVE ACTION-VENDOR	VENDOR TO INTENSIFY INSPECTION AND TESTING OF	WE OF SUBJECT PART AND TRANSISTORS.	MD TRANBIS	TORB.		
INSTRUMENTATION-A/B FELENETRY BET AND TRANSDUC ERS	89-24-044 Сомиутатое	FAN 87-12888-5	*******	ETR	YES BENDIK NO	5 12 6 6
FAILURE MODE-STRUCTURAL. 6 OR ABSEMBLY TECHNIAUES.	FAILURE MOCE-STRUCTURAL, FAILURE DIME TO INADEBUATE STRENGTH OF BOFT SOLDERED COUPLER LAPJOINT AND INFROPER SERVICIN ; or assembly techniques.	1 OF BOFT BOLDENED C	OUPLER LAF	JOINT AM) IMPROPER BERVICE	
CORRECTIVE ACTION-LAP JOI BTITUTED.	LAP JOINT NOW BEING BILYER BRAZED TO INCREASE BTRENGTH OF JOINT. IMPROVED COMMUTATOR BERVICING IN	KEASE BTRENGTH OF JO	IHT. IMPRO	VED СОМИ	JTATOR BERVICING II	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	95-24-034 O\$Cit.ATOR	PAR	420 \$00 222	ET3	/Es BENDIX NO 1030263-36A	# 0 0
FAILURE MODE-FAIL DURING	DURING OPERATION. THE OSCILLATOR EXHIBITED NO OUT PUT DURING SYSTEM CHECKOUT.	OUT PUT DURING	AYSTEN CH	ECKOUT.		
CORRECTIVE ACTION-MONE, FAILURE NOT CONFIRMED	FAILURE NOT CONFIRMED.					
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	88-24-035 Obcillator-fotentiometer	FAR	480	a .	YES BENDIX NO 1050263-66A	
FAILURE MODE-OUT OF TOLES ADJUSTED. AMALYSIS SHOWED SLOT MAS SROKEM, CAUSE OF	FAILURE MODE-OUT OF TOLEGANCE, OSCILLATOR EXHIBITED LOW AMPLITUDE OUTPUT, OUTPUT POTENTIOMETER: R-ED; COULD NOT BE DIUSTED. AMALYSIS SHOWED THAT THE WIPER WAS POSITIOMED AT OME EXTREME OF ITS TRAVEL AND A SHOULDER OF THE ADJUSTING SLOT WAS SHOKEN, CAUSE OF FAILURE DUE TO HIGH RESISTANCE BETWEEN THE WIPER AND WINDING OF THE OUTPUT POTENTIOMETER.	LLITUDE OUTPUT, OUTP DHE EXTREME OF 118 T ITWEEN THE WIPER AND	UT POTENT! RAVEL AND WINDING O	OMETER. I A SHOULD!	I-ES, COULD NOT BE IR OF THE ADJUSTING FPUT POTENTIOMETER.	
						T

CONTAIN DIVISION

**** *** *1

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

CORRECTIVE ACTION-UNRINGH. STRUMENTATION-A/B STRU
FAILURE MODE-FAIL DURING OFERATION, MOTOR STOPPED DURING CHECKCJT OFERATIONS. CORRECTIVE ACTIOM-NONE FAILURE NOT CONFIRMED, TESTS SHOWED THE MOTOR OFERATION INSTRUMENTATION-A/B SB-24-D52 FAR FAR FAR FAILURE MODE-ERRATEC OPERATION, THE POWER SUPPLY REPORTEDLY HAD ERRATIC AND U SCLIEVE) CAUSED BY 80 CES EXTERNAL TO THE POWER SUPPLY

GENERAL DYNAMICS CONVAIR BIVISION

L	AV BTEM	TEST/KEPORT NUMBER DIF DATA SOURCE VEHICL	DIF DATA BOURCE	VEHICLE	3116	E	VENDOR NAME	_
	BUB-BYATER	FAILED COMPONENT MAME	PART NUMBER	DATE DIF	TIME DIF	O TH	VENDOR PART NO	
	CORRECTIVE ACTION-COUPLER LAP J TO IMPROVE COMMUTATOR BERVICING.	R LAP JOINT HOW BEING BILVER BRAZED TO INCREASE BTRENGTH OF VICING.	TO INCREASE STRENG		IT. COHVA!	E HAB	JOINT. CONVAIR HAS TAKEN STEPS	:
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC CRB	68-24-039 TLM BUBGARRER OSCILLATOR, TUBE V- R: TYPE 8333	Rer	#400 #00#00	at T	* Q	BENDIK PACIFIC 1540638-11N	***************************************
	FAILURE MODE-DRIFT, OUTPU	FAILURE MODE-DRIFT, OUTPUT FREGUENCY DRIFTED DURING APPLICATION OF CONSTANT VOLTAGE.	TIOM OF CONSTANT VO	LTAGE.				
	CORRECTIVE ACTION-NO CORR	CORRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN AS PAILUNE HISTORY DID NOT REVEAL OTHER PAILURES OF TYPE \$111 TUBE.	CORY DID NOT REVEAL	OTHER PAS	LURES OF	TYPE	6111 TUBE.	
	THSTRUKENTYTON-A/B TELEMETRY SET AND TRANSDUC ERS	88-24-034 C4C1LLATOR	FAR	510 600129	ETR	1 ON	YES BENDIX NO 1041960-77	****
	FAILURE MODE-ERRATIC OPER ABBERGLY DISCLOSED THAY CA CEBBIVE POMER, RESULTING 5	FAILURE MOSE-ERRATIC OPERATION. OSCILLATOR EXHIBITED EXCESSIVE FREQUENCY DEVIATION ON THE LOW SIDE OF THE BAND. DIS SSEMBLY DISCLOSED THAT CAPACITOR C-4 MAD AM EXCESSIVELY MIGH DISSIPATION FACTOR (11 PCT), ALTIMATELY DISSIPATING EX ESSIVE POWER: REJULTING IN NO OUTPUT.	WE FREQUENCY DEVIA I DISSIPATION FACTOR	TION ON THE	E LOW BIE	DE OF	THE BAND. DIB	
	CORRECTIVE ACTION-VENDOR	-VENDOR INFORMED OF THE CAPACITOR DISCREPANCY.	4CY +					
	INSTRIMENTATION-A/B VELEHETRY SET ANG TRANDOUC ERB	FTA6304/P4-4CO-D1-E9 COMMUTATOR MOTOR	COMPOSITE-B FACT	*******	:	¥ 0		0777
	FAILURE HOUE-ERRATIC OPER	TIC OPERATION. COMMUTATION RATE OF TELEMETRY CHAMBEL 13 MAS CONSTANTLY CHAMSING DUGING TEST.	IY CHANNEL 13 WAS CO	WATANTLY	CHAKE I NE	NI PO G	é TEBT.	
	SYSTEM EFFECT-IMPROPER ANALOW SIGNALS.	MALOW BIGNALS.						
	VEHICLE EFFECT-NOWE.							
	CONTECTIVE ACTION-COMMUTA	CONTECTIVE ACTION-COMMUTATOR DRIVE MOTOR WAS REPLACED.						
	INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUL. EAS	FIASSG-/FA-4CO-US-88	COMPOSITE-S FACT	200 *00120	£78-14	# £		
	FAILURE MODE-OUT OF TOLER	FAILURE MODE-OUT OF TOLERANCE, RANDOM MOISE WAS EXPERIENCED ON BUSCARRIER A THROUGHOUT TEAT.	ON BUSCARRIER A THE	IOUGHOUT T	EST.			
	STREEM EFFECT-LARATIC OPERATION.	AATIOM.						<u></u>
ا	والمتعاقدة والمتعاون والمتعاون والمتعاون والمتعاودة والمتعاونة والمتعاونة والمتعاونة والمتعاورة والمتعاونة والمتعاونة	A CONTRACTOR OF THE PROPERTY O					PAGE UABS	7

SENERAL DYNAMICS CONVAIR DIVISION

**** *** *1

SENZRAL DYNAMICS CONVAIR DIVISION

251444 #C# #C# #C# #C# #C# #C# #C# #C# #C#	TEST/REPORT NUMBER	DIT DATA BOURCE FART NUNGER	VEHICLE DATE DIF	BITE TIME DIF	PA1 VE	VEHICLE BITE PAI VENDOR MANE. DATE DIP TIME DIP OTH VENDOR PART NO	
ISASSEMBLY OF THE COMMUTATOR ED THE COUPLER TO RUB ON THE	OMMUTATOR ASSENDLY SHOWED THAT THE MECHALICAL COUPLER HAD SEPARATED AT THESOLDERED SEAM AND ALLOW US ON THE COMMUTATOR HOUSING.	A.TCAL COUPLER HAD BE	CPARATED A	THESOLDS			***
CORRECTIVE ACTION-COLVAIR HIB DISCREPANCY,	COLIVAIR IS TAKING CORRECTIVE ACTION TO HAVE THE VENDOM MONITOR HIS COMMUTATOR ASSEMBLY AREA FOR	HAVE THE VENDOM MONIT	IOR HIS CON	HUTATOR A	. B. B. E. N. B. L.	Y AREA FOR T	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	VB-24-034 TELEMETRY COMMUTATOR ASSEMBLY-30 R	FAR F	200 400100	8g }= 10d	YE\$ BE	BENDIX 1047382A	483871
FAILURE MODE-OUT OF SPECIFICA RATED MITH AN AUGUSLE GRINGING ICH IB USED TO KETAIN THE MOVE WAS ALSC WARPED. THE AUDIBLE XIMITY OF THE PLANET GEARS TO THE PRESSUREOF COMTACT.	FAILURE WODE-OUT OF SPECIFICATION, DURING CHECROUT OF THE TLM CANIBTERS AT ETR TLM LAB, THE COMMUTATOR ASSEMBLY OPE ICA 16 USED WITH AN AIMISLE GRINGING, SOUND, DIASSERBLY OF THE COMMUTATOR ASSEMBLY DISCLOSED WEARON THE DISC WAS WAS ALSE WAYED TO RETAIN THE MOVERBLE FARTS OF THE FLAME IN THE WOTCH SPECD REDUCTION SECTION, THE DISC WAS ALSE WARDED THE AUDISLE WOISE WAS CAUSED BY THE RUSSING OF THE PLAMET GRARS AGAINST THE RETAINER DISC. THE PRESSUREOF CONTACT, THE PRESSUREOF CONTACT,	TLM CANIDTERS AT ETR MANUTATION ASSEMBLY DI SERR BYBERN IN THE WO ING OF THE PLANET GEN TA SLIGHT DIAC WARRA	F TLM LAB! SECLOSED WE STOR SPEED NRS AGAINS!	THE COMMINATOR THE RECOUNTED THE RETAINSTEELS THE RETAINSTEELS THE RELATIONSTEELS THE RECOUNTED THE	TATOR THIN B 1 SECTE INER D MENT W	ASSEMBLY OPE TEEL DISC WM OM. THE DISC ISC. THE PRO ILL INGREASE	
CORRECTIVE ACTION-CONVAIR	CORRECTIVE ACTION-CONVAIR IN TATING CORRECTIVE ACTION WITH VENDOR TO ELIMINATE THIS PROBLEM AREA.	H VENDON TO ELIMINATE	THIS PRO	HEM AREA.	_		
INSTRUMENTATION-A/B TELEMETRY SCT AND TRANSDUC ERB	SE-EJ-040 TLM SURCAPPLEN OSCILLATOR	8 4 t.	425 600100	CTR	YES BE NO 40	YES BENDIK PACIFIC Ho idskobe-126A	*****
FAILURE MODE-SHORT (ELECT NGE DUE TO PIH COMHECTED A	FAILUNE MODE-SHORT (ELECT.). THE SEMBITIVITY POTENTIOMETER DID NOT EXCERCIBE FREBUENCY COMTHOL OVER 178 COMPLLTE RA Noe due to pih comhected at mich potential end of pot which had been shomted to ground by Extraneous solder.	R DID NOT EXCERCISE F	PERIENCY (OMINOL ON	CR 178	COMPLETE RA	
CORRECTIVE ACTION-VENDOR	TO INTENSITY THEFECTION BURYELLLANCE ON THIS COMPONENS.	ANCE ON THIS COMPONEN	٤٢.				
figTRUMENTATION-A/B TELEMETRY SET AND TRANSOUCERS	98-24-034 Commutator, motor	# A B	440 620100		VES RE	VES REED AND REESE NO 1098483-88	***************************************
	PAILURE MODE-NTRUCTURAL. BURING CHECKOUT OF THE TLM CANISTERS AT ETR TLM LAB, THE COMMUTATOR MOTOR OPERATED WITH AN Audible Grimling Boung, diraffekbly of the Kotor disclored that the bteel retaining dirk in the motor had a burface Scratch unich caubed the opposite bide to protrude beyond the Hormal Porition.	TCSS AT ETR TCH LAB.) THAT THE BIEEL REYA THE HORMAL PORITION.	THE COMMUNITATION	ATOR MOTO	A OTO	ATED MITH AN AD A BURFACE	
COBRECTIVE ACTION-THE PRO- Y. MIBALIGHMENT WILL INCREA RECTIVE ACTION 13TH THE VE	CORRECTIVE ACTION-THE PROXIMITY OF THE PLANET GEARS TO THE RETAINING DISK IS SUCH THAT A SLIGHT DISK MARFACE OR Y, misalighment will increase the pressure of contact, and thersy intensify the audible sound, convair is takins rective action with the vendor to eliminate this problem area.	RETAINING DISK IS S THERST INTERSIFY THE REA.	HUCH THAT A	SLIGHT C	ISK WA	RFACE OR ABB B TAKING COR	
						Section of the sectio	

GENERAL DYNAMICS COMMAIN BIVISION

# 1	TESTARFORT NUMBER DIF DAT FALLED COMPONENT NAME FART	DIF DATA BOURCE FART NUMBER	VEHICLE BITE PRI	VENDOR MANG VENDOR PART NO	
TRANSDUC	#8-84-013 COMMUTATOR-WOTOR	FAR	EUD ETR YES	YES REED AND REESE NO 1028485-35	•
FAILURE MODE-CONTAMINATIC MOVENCHT OF THE BRUSHES IN D THAT A FILM OF ADHERING	FAILURE WODE-CONTAMINATION. THE RESISTANCE OF THE MOTOR ARMATURE CIRCUIT WAS FOUND TO BE ASNORMALLY HIGH AND SHALL. MOVENCHING THE SRUSHES IN THE DIRECTION OF THE ROTOR AND WOULD YART THE RESISTANCE. DIRASSEMBLY OF THE MOTOR SHOWED THAT A FILM OF ADHERING SRUSH NATERIAL WAS ON THE WOTOR COMMUTATOR.	IATURE CIRCUIT WAS F COLD VART THE REBIS	COUND TO BE ABNORMALLY INTANCE, DIRAGEEMBLY OF	HE MOTOR SHOWE	
CCARECTIVE ACTION-CONVAIN	CCRRECTIVE ACTION-CONVAIR WILL MAINTAIN BURVEILLANCE OF THIS TYPE OF PROBLEM AND WILL IMITIATE CORRECTIVE ACTION WI In the Yendor.	S TYPE OF PROBLEM A	IND WILL INITIATE CORRE	CTIVE ACTION WE	
INSTRUMENTATION-A/B TELEMETRY SET AND TRAMSOUC ERS	AZN-27-A&A/FC-4CO-01-31 COMMUTATOR-WIRING	CONFOST TE-FACTORY	SID FACTORY VES		* 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
FAILURE MODE-OUT OF EXPEC AND 35 AND ALSO IT AND 47: GETHER, PCKAGE WAS REMRD.	OF EXPECTED 1735 FILING, MEASUREMENTS SZESD(VZ YAM) AKO SZSSD(YZ PIICH ROLL) CHANNEL E, SEGMENTS S AKO 47, IMDICATED THE SAME EMAINE MOVEMENTS, THE TWO BEGNENTS WERE FOUND TO MAVE BEEN JUMPERED TO PRENED.	I(VZ YAW) AND BESSED HTB. THE TWO BEGMEN	(YZ PIICH ROLL) CHANNEL Ta were found to have B	E, SCCHENTS S EER JUMPERED TO	
MARTEN SPEECY-10-2000 A STATE AS	BYSTEN EFFECT-IN-ROPER ANALCE SIGNALS. VE TAM AND VE FITCH ROLL INDICATED THE SAME, CROSS COUPLED AT COMMUTATOR.	ROLL INDICATED THE IRED AFTER REMORK TO	BANE, CROSS COUPLED AT D VERIFY PROPER OPERATION	COMMUTATOR.	
CORRECTIVE ACTION-INE ACC	CORRECTIVE ACTION-INE ACCEABORY PACKAGE MAS REMOYED AMO REMONIED.	JOHKED.			
INSTRUMENTATION-A/B YELEMEIRY BET AND HANSOUC ERB	FIRESOUC TLM CAMISTER-WESTING	COMPOSITE-FRE/DPL	400 ETR YES SSIESA NO		9000
FAILURE MODE-ERRAFIC OFF	FAILURE MOGE-EGRATIC OPERATION. CHANNEL C STMC PULSE WAS ERRATIC DUE TO A LOOSE WIRE IN THE TELEMETRY PACKAGE.	RATIC DUE TO A LOO	BE WIRE IN THE TELEMETR	* PACKAGE.	
SYSTEM EFFECT-IMPROPER AN	ZOPER ANALOG MENALB. DATA PROM CHANNEL C MAS ADVERSELY APPECTED.	WAS ADVERSELY AFFE	.160.		
PEHICLE EFFECT-MONE.					
CORRECTIVE ACTION-PACKAGE	-PACKAGE WAS REPAIRED IN THE TELEMETRY LAB.				
INSTRUMENTATION-A/B TELEMETHY BET AND TRANSDUC	28-24-031 Сомилатов	a sa	Seirod KTR NO	WENDIX BOATUSE	
FAILURE MODE-TUT OF TOLERANCE. LERANCE OF THE WOTON COMMUTATON TRIBUTING CAUSES OF THE FAILURE	OF TOLERANCE, OPERATED BELOW THE RESUIRED SPEED. FAILURE MOT COMPIRHED. BELIEVED THAT EXCUSBIVE TO OR COMMUTATOR TOTAL INDICATED RADIUS AND THE USE OF AN INCORRECT SHADE OF BRUSHES ARE THE MAIN COM WETHE FAILURE.	SPEED, FAILURE NOT THE USE OF AN INCOR	FAILURE NOT COMFIRHED. BELIEVED THAT EXCUSBIVE TO OF AN INCORRECT SHADE OF BRUSHES ARE THE MAIN COM	IAT EXCUSSIVE TO RE THE MAIN COM	

SENERAL BYNALICS CONVAIR BENEFON

IRBORNE	VEHICLE BITE PRI VENDOR HAME DATE DIF TIME DIF OTH VENDOR PART NO	CORRECTIVE ACTION-COMMAIR IS MAINTAININS SURVEILLANCE OF THIS TYPE OF FAILURE AND WILL INSTRATE CORRECTIVE ACTION W	SOU ETR YES RED AND REESE SSSETO	FAILURE WODE-OUT OF TOLEHAMCE. THE COMMUTATOR MOTOR WAS TESTED AND THE REPORTED FAILURE COULD MOT SE DUPLICATED. DI Bassembly of the motor disclosed that there was an excessive quantity of free brush material in the brush retaining End cap. It is believed that excessive tolerance of the motor commutator total indicated radius and the use of am in correct grade of brushes are the main contributing causes of the Failures.	CORRECTIVE ACTION-COMVAIR IN MAINTAINING BURVEILLANCE OF THIS TVPE OF PAILURE AND WILL INITIATE CORRECTIVE ACTION M IN THE VENDOR.	SPIEDS ETR YES HEED AND REESE AS4490 NO 1094483-39	FAILURE MOCE-OPEN (ELECT). THE MOTOR WAS DISASSENGLED AND FAILURE ANALYSIS DISCLOSED THAT AN ARMATURE COMDUCTOR MAS BROKEN AT THE FRONT END THAN. THE DROVEN COMDUCTOR CAUMED AN OPEN CIRCUIT BETWEEN THE COMMUTATOR SEGMENT AND THE AR LATURE CIRCUIT, RESULTING IN MOTOR FAILURE.	CORRECTIVE ACTION-CONVAIR NOTIFIED THE VENDOR THAT A HANUFACTURING DISCREPANCY WAS THE INDIRECT CAUSE OF THE FAILUR	42D FACTORY YES 602401 B9151G MO	EXPECTED TEST VALUE. TLM MEASUREMENT SESSO (SUSTAINER YAW) CHANNEL 4 MAS OPERATIMS AT 65 PCT IS CITED SO PCT. ISM PRIOR TO SUSTAINER ACTIVATION AFTER BTASIMS.		
DIFFICULTIES ARVIEN-ZHSTRUMENTATION STSTEM-AIRBORNE	DIF DATA SOURCE PART NUMBER	THIS TYPE OF FAILURE	YAR	TESTED AND THE REPORTES IVE GUANTITY OF FREE BI DIOR COMMUTATOR TOTAL I OF THE FAILURES.	THIS TYPE OF PAILURE	TAN	D FAILURE AMALYSIS DISK D am cpem circuit betw	WACTURING DISCREPANCY	COMPOSITE-FACTORY	BESGO (SUSTAINER YAW) ACTIVATION AFTER STAGIN	THIS SERTEULARITY.	
Difficulties anvign-lin	TEST/FERT NUMBER FAILED COMPONENT NAME	IS HAIHTAINING BURVEILLANCE OF	99-24-031 COMMUTATOR-MOTOR	FAILURE WODE-OUT OF TOLEHAMCE. THE COMMUTATOR MOTOR WAS TESTED AND THE RELAASSEMOLY OF THE MOTOR DISCLOUED THAT THERE WAS AM EXCESSIVE GUANTITY OF FIEND CAP. IT IS BELIEVED THAT EXCESSIVE TOLERANCE OF THE MOTOR COMMUTATOR TI CORRECT GRADE OF BRUNHES ARE THE MAIN CONTRIBUTING CAUSES OF THE FAILURES.	IS MAINTAINING BURVEILLANCE OF	88-24-032 COMMUTATOR-MOTOR	. THE MOTOR MAD DISABBENGLED AM WAH. THE DROKEN COMDUCTOR CAUBEI IM MOTOR FAILURE.	MOTIFIED THE VENDOR THAT A MAIN	47N-87-407/FC-4CO-48	FAILURE MODE-OUT OF EXPECTED TEST VALUE. THE MEASUREMENT SZSED (SUSTAINER YAW) CH M instead of the expected so pct. Ism prior to sustainer activation after statime. System effect-operation too high.	CORRECTIVE ACTION-EOF 353.364 MAS ACCOMPLISHED CORRECTINS THIS SRRESULARITY.	
**** ***	8-8-8-EM	CORRECTIVE ACTION-COMMAIR	INSTRUMENTATION-A/B 59-24-031 TELEMETRY SET AND TRANSDUC COMMUTATOR-MOTOR	FAILURE MODE-OUT OF TOLERA BASSEMBLY OF THE MOYOR DISC END CAP. IT IS BELIEVED THA CORRECT GRADE OF BRUMES AS	CORRECTIVE ACTION-CONVAIR ITH THE VENDOR.	INSTRUMENTATION-A/B TELEMETAY SET AND TRANSOUC C	FAILURE MOCE-OPEN (ELECT), THE MOTOR MAS D BROKEN AT THE FRONT END TURN, THE DROKEN C: MATURE CIRCUIT, RESULTING IN MOTOR FAILURE.	COMRECTIVE ACTION-CONVAIR	INSTRUMENTATION-A/B TELEMETAT RET AND TRANSOUC ERB	FAILURE HODE-OUT OF EXPECT M INSTEAD OF THE EXPECTED S SYSTEM EFFECT-OPERATION TO	CORRECTIVE ACTION-EOF 313.	

SENERAL DYNAMICS CONVAIR DIVISION

***********	DIFFICULTIES REVIEW-INSTRUMENTATION	AUMENTATION SYSTEM ATREORMS	RECHME		
87878 808-8788	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART, NUMBER	VEHICLE BITE DATE DIF TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	<u> </u>
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	FTABB40/P4-4CO-01-20 CIRCUITS-TLM ACCESSONY PACKASE	COMPOSITE-B FACT	800 14 681029	4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	700
FAILURE MODE-OUT OF APPECI	OF SPECIFICATION. CROSS COUPLING IN ITLEMETRY ACCESSORY PACKAGE RESULTED IN ERRONEOUS DATA.	ETRY ACCESSORY PACKA	SE RESULTED IN ERR	OMEOUS BATA.	
SYSTEM EFFECT-IMPROSER AND MC COMMANDS DUE TO CROSS C	SYSTEM EFFECT" IMPROMER ANALOG SIGNALS. TELEMETRY DATA OF RATE \$VI M4 COMMANDS DUE TO CROSS COUPLING IN TELEMETRY ACCESSORY PACKAGE.	RATE GYRO INFORMATION IMPROPERLY REFLECTED GUIDANCE STEER!	IMPROPERLY REFLEC	TED GUIDANCE STEE	
VEHICLE EFFECT-WOME.			,		· · · · · · · · · · · · · · · · · · ·
CORRECTIVE ACTION-REPLACE	CORRECTIVE ACTION-REPLACED TELENGIRY ACCESSORY PACKASE.				_
INSTRUMENTATION-A/E TELEMETRY SET AND TRANSDUC: ERS	ATH-ET-BES/FC-4CO-01-40 STAGING DISCONNECT PLUG-WIRING	COMPOST TE-FACTORY	400 FACTORY 591016	3 24	6 6 8 8
FAILURE MODE-FAIL DURING AS FOUND TO BE LOOSE.	DUMING OFFRATION-THELTE MEASUMEMENTS INDICATED ERROMEOUS OUTPUTS SECAUSE THE STAGING PLUG PIDDA M 16.	ICATED ERROMEDUB OUT	PUTS BECAUSE THE S	TACING PLUG P3604	
BYSTEM EFFECT-INFROPER AN	BYBTER EFFECT-IMPROPER ANALOG SIGNALS. TLM NEASUMENENTS WERE ERROHEOUS BECAUSE OF A LOOSE STAEIMG PLUG	RE ERROREOUS SECAUSE	OF A LOOSE STAGIN		
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RESCHEDULED. RERUM OF COMPOSITE MADE.	ADE.			
COPRECTIVE ACTION-NOT KNOWN.	•				1
INSTRUCENTATION-A/B FELEMETRY BET AND TRANSDUC- ERS FOMER BOURCE	AIC-E7-D&L/P3-AG1-GG-E8 POMER BUPPLY	PL16AT	220 ETR-13 591000 141.8	4 0 0	9 0 0 0
FAILURE MODE-SMORT (ELECT D SIGMIFICANTLY AND FLUCTS	FAILURE MOCE-SHORT (ELECT), FROM 141,3 TO 147,3 SECONDS AND ESS.S TO 900 SECONDS THE TRANSDUCER POWER SUPPLY DROPPE D SIGNIFICANTLY AND FLUCTUATED INTERNITIENTLY, PROBABLY CAUSED 3Y A SHORT IN A TRANSDUCER OR ASSOCIATED CIRCUITRY.	D ESS.S TO SOU SECON	DS THE TRANSDUCER TRANSDUCER OR ASSO	PONER BUPPLY DROI CLATED CIRCUITRY	ŭ.
SYSTEM EFFECT-ERRATIC OFE	SYSTEM EFFECT-ERRATIC OPERATION: INTERFERENCE MAS NOTED ON ALL MESSUREMENTS USING THAT: PONIR SUPPLY.	ALL HEABURENENTS UN	ING THAT POP. IR BUT	. 4.14.	-
M VEHICLE EFFECT-MONE.					
CORRECTIVE ACTION-BONE.					
IMBTRUMENTATION-A/B TELEMETAY BET AND TRANSOUC ERS	DP-E4-047 TEAMBOUCER, IMPTRIMENTATION	7-01731-8	SPICOS SAN DIES	VER BOURNS INSTRUM NO ENTS: 2NC	3
FAILURE MODE-FRIATIC OFER	FAILURE MODE-FRIATIC OPERATIOM. TRAMEDUCER OUTPUT APPEARED TO OSCILLATE AND WAS SLUGGISH IN RESPONSE.	TO OSCILLATE AND W	RESTRICTION OF STREET	,0HBE.	
				PARE GROS	101

SENERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME

STRIKE SUB-STRIKE	TEST/REPORT NUMBER FAIL'L COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE PRI	# 0 # 1 1 X	VENDOR NAME VENDOR PART NO	3	
] •					• • • • • • • • • • • • • • • • • • • •
CORRECTIVE ACTION-MOME, FAILURE MAS NOT CONFIRMED.	ATLURE MAS NOT CONFIRMED.							
INSTRUMENTATION-A/B FELEMETAT BET AND TRANSDUC ERB	FT46176/FE-301-00-08 POMER SUPPLY	1. N. J.	9C 880984	18/ETR -760	2 9			0 t t t t t t t t t t t t t t t t t t t
FAILURE MODE-FAIL DURING	FAILURE MODE-FAIL DURING OFFIATION, POWER SUFFLY FAILED.							
SYSTEM EFFECT-OFERATION &	SYSTEM EFFECT-OFERATION STOPS PREMATURELY, TELEMETRY RECEPTION WAS LOST AT THE GROUND STATION.	IOH WAS LOST AT THE	EROUND BT	A710M.				
VEHICLE EFFECT-COUNTDOMS	VENICLE EFFECT-COUNTDOAM DELATED. 183 MINUTES HOLDS S7 MINUTES RECYCLE.	IEB RECYCLE.					,	
CORRECTIVE ACTION-CHANGED	RF PACKAGE AND POWER BUPPLY.							
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC (FTAG175/P2-301-00-09 OSCILLATOR TELEMETRY PACRAGE	FRF	#C #809##	1 E/ETA	2 0		-	0000
FAILURE MODE-OUT OF TOLERS	OF TOLERANCE, OSCILLATOR OUT OF ADJUSTMENT,							
SYSTEM EFFECT-INFROFER AM	MPROPER AMALOG BIGMALB, FALSE DATA MEABUREMENT PIGTO, BUSTAINER YAM.	IT PLOTO, BUSTAINER						
VEHICLE EFFECT-MONE,								
CORRECTIVE ACTION-MONE. VE	VEHICLE WAS DESTROYED SURING TEST.							
INSTRUMENTATION-A/B TELEMETAT SET AND TRANSDUC F ERS FOWER SOURCE	B AZC-27-078/P3-404-00-17 Transouc Power Bupply	FLICHT	170 80081	ETR-15	÷ 2			•
FAILURE MODE-BHORT ELECT. L 187-6 BECOMES LIEN IT REI MEASUREMENT FEZOD, FUEL BIA COMUS.	FAILURE MODE-BHORT ELECT, AT 138.6 SECONDS THE TANNEDUCER POWER BUPPLY OUTPUT DROPPED SHARPLY, THEN PLUCTUATED UNTI L 187.6 SECONCS LIEM IT RETURNED TO HORNAL, ATTRIBUTED TO A MINOR SHORT IN THE TRANSDUCER OR WIRING ASSOCIATED WITH MESSURENENT PSZOD, PUEL STAGING VALVE SEPARATION. PLUCTUATIONS OF LESSER MAGNITUDES WERE MOTED BETWEEN B AND 34.3 SE COMDS.	MER BUPPLY OUTPUT DROPPED SHARPLY, THEN PLUCTUATED UNTI INON SHORT IN THE TRANSDUCER OR WIRING ASSOCIATED WITH IS OF LESSER MACHITUDES WERE NOTED BETWEEN S AND 34.3 BE	ROPFED SH RANBOUCER DES WERE	AKPLY, THOM OR WIRES	A A B A B A B A B A B A B A B A B A B A	UCTUATED U	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
STATEM EFFECT-INCHOPER AMA	STETEM EFFECT-INCHOPER AMALOG BIGMALD. THE OUTPUTS OF THE TRANSCUCERS ENCITED BY THAT FOMER SUPPLY MERE CONSIDERED Valitative only during that time interval,	IANBOUCERS EXCETED S	Y THAT PO	TAME BON	Ž,	E COMSIDER	9	
MEMICLE EPPECT-NOME.								
COMMECTIVE ACTION-NOME.								

SEMERAL DYNAMICA CONVAIR DIVISION

**** *** **

	DIFFICULTIES REVIEW-INSTRUMENTATION STSTEM-AIRSORME	TUMENTATION STATEM-A	IRBORNE				1
STEEN	TEBT/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E TIME 01F		PRI VENDOR NAME OTH VENDOR PART NO	, ——,
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC PO	AZ-EY-CG4/AR-40R-DD-1B RANSDUC POWER BUPPLY-WIRING	PLIBNT	120 9030 9030	112.3	÷ 9		0
FAILURE MODE-ELECTRICAL BHC	FAILURE MODE-ELECTRICAL SHORT. THE TRANSDUCER POMER SUPPLY OUTPUT VOLTAGE DROFPED TO ZERO VOLTS FROM SIS.3 TO 384.8 Secombs. Indicating a smort in the instrumentation circuit.	OUTPUT VOLTAGE BROP	PED TO ZER	0 VOLTS	3	118.3 TO 184.8	
BYSTEN EFFECT-OPERATION STC	STRICH EFFECT-GRENATION STOPS PRENATURELY. LOSS OF ALL TELEMETRY MEASUMENEMIS BETWEEN 112.5 AMD 194.9 SECOMDS.	INCTRY MEABURENEMTS	BETWEEN 11:	8.3 AND 1		BECOMOB.	
VEHICLE EFFECT-NOWE.							
CORRECTIVE ACTION-NONE.							
INSTRUMENTATION-A/B FT TELEMETRY SET AND TRANSDUC BA	FTAGISE/FS-4CO-DE-LT BRIDGE CIRCULT WIRING	COMPOSITE-S FACT	170 880681	2	S C		81018
FAILURE MODE-ELECTRICAL BMC MAS GROUNDED.	FAILURE MOSE-ELECTRICAL BHORT. EXCITATION VOLTAGE FOR ALL TENFERATURE MEABURENENTS MAS LOST. THE TENFERATURE BRIDGE Mas groupded.	TEMPERATURE MEABUREN	CHTS MAS C	08T. THE	10.0	ERATURE BRIDGE	
SYSTEM EFFECT-INFROMER AMAL	SYSTEM EFFECT-IMPROPER AMALOG SIGNALS. DATA FROM ALL TEMPERATURE MEASUREMENTS MERE LOST.	RATURE MEASUREMENTS	WERE LOST.				
VEHICLE EFFECT-MOME.							
CORRECTIVE ACTION-UNKNOWN.					Ì		
INSTRUMENTATION-A/B FTASISS/P1-4 TELENETRY BET AND TRANSDUC TLM CANISTER Erb	FTAS199/P1-4CO-01-15 TLM CANIBTER	COMPOSITE-8 FACT	150	£78-11	1 Q		601000
FAILURE MODE-OUT OF SPECIFI	FAILURE MODE-OUT OF BFECIFICATION, RFS CHANNEL A WAS EXTREMELY NOIBY.	MELY HOTBY.					
STRIEM EFFECT-IMPROPER ANAL	STRICK EFFECT-IMPROPER ANALOG SIGNALS, RFS CHANNEL A MAS EXTREMELY MOIST.	CTREMELY HOLBY.					
VEHICLE EFFECT-MONE.							
CORRECTIVE ACTION-UNKNOWN.							
INSTRUMENTATION-A/B FT TELEMETRY SET AND TRANSDUC CO	FTABLES/P1-4CO-01-15 COMMUTATOR	COMPOSITE-S FACT	130 50001	=	2 9		
FAILURE MODE-ERRATIC OPERAT	FAILUME MODE-ERMATIC OPERATIOM, RFI CHANNELS A AND C WERE CHAMSING COMMUTATION RATE. THIS CHANGING COMMUTATION RATE Made at imposaisle to properly decommutate these channels.	HAMSING COMMUTATION	RATE. THE	CHAM é I	ŏ ≇	SMUTATION RATE	
STREE EFFECT-CARATIC OPERA	SVOTEM EFFECT-CRRAFIC OPESIATIOM. DATA AMALTRIO WAS DIFFICULT.	÷					
						PAGE 0503	-1-1

CONVAIR BIVIBION

4		0 1 0 1 0	****								
-	DATE DIF TIME DIF OTH VENDOR MANE		YES SERVONIC INSTR		TURN TO SAN DE	NO BENDIK	CONDS. THE BIK THAN NORMAL IN	· DATA.			POLTAGE INDICAT
	E E		ş	E PRE	1. RE	¥ 9	36 OC 6HCR	ž Š	77.	3 9	5
	SITE TINE DIF		673	INE EXPLODE THE BOUR INT COMPATI TREE BEINE	, THEY WI		FOR 3	CAUSE ENR	ACTORY TE		IERTER OUT
A I RBORNE	VEHICLE DATE DIF		140	SEEDS SEEDS SEEDS SEEDS SEEL AND SEEDS ON LIBERS OF L. LIBERS OF L. L. C. PRESS	1 THE FIELD	23 C S S S S S S S S S S S S S S S S S S	CIENT MARK	OTROM #1H.	PREVIOUS	\$50000 \$50000	HATED. IN
	DIF DATA SOURCE PART NUMBER			NG OF VERH 1 THE OUTER 1 FOUND TO 1 MINANT AND 1 TESTS THA	NUMBER IN	COMPOSITE-FACTORY	OF RF 8 NA JSC-1148UFF1	700 H16H. T	ON DURING	COMPOSI TE-FACTORY	PERLY CALIB
TRUMENTATI	DIF DA		FAR	TAN T-01720-5 OWER FAISING 18 BLOWN IN TANINED AND F IT OF CONTANI	THIS PAR	COMPOSI	CHANNEL C J&BIBLE CAL	IGNAL, WAB 1	EP OPERATI	804803	LE NOT PROF
DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORMS	FEST/REPORT NUMBER FAILED COMPONENT NAME		N.	TRICKETRY SET AND TRANSDUCER, INSTRUMENTATION T-01780-5 390800 NO UMENTS INC. FRILURE WOLE-CONTANIMATION, TRANSDUCER LOCATED MER THE LOWER FAIRING OF VERNIER I ENGINE EXPLODED AT LIGUID OXYGEN START TAME PRESSURIZATION DURING A STATIC TEST, A HOLE WAS BLOWN IN THE OUTER SHELL AND THE BOURDON TORE AND DAMPIN F FLUID WERE GLOWN OUT-SEVERAL SIMILAR TRANSDUCERS WERE EXAMINED AND FOUND TO HAVE OIL NOT COMPATIBLE WITH LIGUID OX YEAR IN THE PRESSURE FITTING. IT WAS THIS WOM-COMPATIBLLITY OF CONTANINANT AND LIGUID OXYGEN THAT CAUSED THE FAILURE RESULTING IN AN IMPACT SENSITIVE CHOITION, IT IS KNOWN FROM STATIC TESTS THAT A PRESSURE SPINE IS PRESENT AT THE T	CORRECTIVE ACTION-CONVAIR HAS REJECTED ALL TRANSDUCERS OF THIS PART NUMBER IN THE FIELD. THEY WILL RETURN TO SAN DI	ZM-T-676/FC-3CO-02-11	FAILURE MODE-OUT OF TOLERANCE. CALIBRATIOM BEGHENT RS ON CHANNEL C OF RF R MAS OUT OF BAND FOR 300 SECONDS. THE SIX C PULSE WAS OUT OF SAND FOR F SECONDS AT START OF TEST, POSSIBLE CAUSE-INSUFFICIENT WARM-UP OF HIGHER THAN NORMAL IN PUT WOLTAGE.	BYBIEN EFFECT-INFROMER ANALOG BIGHB. THE CALIBRATION BIGNAL WAS TOO HIGH. THIS WOULD CAUSE ERROR IN DATA.	CORRECTIVE ACTION-WOME. COMBIDERED ACCEPTABLE DUE TO PROPER OPERATION DURING PREVIOUS PACTORY TESTING.	AZN-ZT-ZTZ/FC-4CO-03-ZZ TLM CAHIBTER-RECTIFTER	FAILUNE MODE-OUT OF TOLEBANCE, TELEMETER ACCESSORY PACKAGE NOT PROFERLY CALIBRATED. INVERTER OUTPUT VOLTAGE INDICAT ED 8 VAC (1164ER THAM MAS OBTAINED YROW DIRECT LINE MEADUREMENTS.
**** ***	BVBTEN BUB-BTBTEN	VEHICLE EPPECT-WOME.	CORR CTIVE ACTION-UMENOMA.	INSTRUMENTATION-A.B. TELEMETRY SET AND TRANSDUC TRANSDUCER, INSTRUMEN FAILURE MODE-CONTANIMATION, TRANSDUCER LOCATED START TAME PRESSURIZATION DURING A STATIC TEST 6 FLUID MERE GLOWN OUT-SEVERL, SIMILAR TRANSDUC TCEN IN THE PRESSURE FITTING, IT MAS THIS WON-C RESULTING IN AN IMPACT SENSITIVE CONDITION, IT INC. OF LIGUID CONTEEN START TAME PRESSURIZATION,	CORRECTIVE ACTION-CONVAL	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	FAILURE MODE-OUT OF TOLE C PULSE MAS OUT OF SAND F PUT WOLTAGE.	STRIEM EFFECT-IMPROPER ANALOG BIG	CORRECTIVE ACTION-WOME.	INSTRUMENTATION-A/S TELEMETRY SET AND TRANSOUC ERS	FAILURE MODE-OUT OF TOLE ED B VAC GIGHER THAN MAB

PAGE DEG4

CORRECTIVE ACTION-RECALIBRATED CRYSTAL RECTIFIER ASSEMBLY WITHIN TELEMETRY ACCESSORY PACKASE. PROPER OPERATION VERS

SYSTEM KPPECT-IMPROPER ANALOG SIGNALS. VEMICLE EFFECT-COMPOSITE RESCHEDULED. SEMERAL STRANICS CONTAIN DIVISION

**** ***	DIFFICULTIES REVIEW-INSTRUMENTA-10M SYSTEM-AIRBOANE	MENTALION STATENTA	REGENE			
878EE 808	TESTARFORT FUNDERS	BIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF T	SITE PRI TIME DIF OTH	FRI VENDOR HANE OTH VENDOR PART NO	
FIED DUAING COMPOSITE RETEAT.	141.					*010*
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	88-24-020 H.F. AMPLIFIER TAV-S MOTOR	7AR	30 KTR \$v0\$00		TES BENDIX PACIFIC NO 104368	****
FAILU-E MODE-OPERATION &	FAILUFE WODE-OPERATION STOPS PRENATURELY DUE TO INADEBUATE DESIGN OF THE WESTERN GEAR SLOWEY MOTOR.	KBIGN OF THE WESTE	EN GEAR BLOS	KS HOTOR		
CORRETTIVE ACTION-SENDIX VENDOR, MESTERN GEAR.	CORRECTIVE ACTION-BENDIX HAS CONTRACTED TO MAVE A LOTOR OF BETTER DESIGN BUILT TO THEIR SPECIFICATION BY THE MOTOR Endor, Mestern Gear.	KETER DESIGN BUILT	TO THEIR SV	ECIFICATI	ON BY THE MOTOR	
IMSTRUMENTATION-A/B TELEMETRY &ET AND TRANSDUC ER&	98-R4-019 100 MATT R.F. AMPLIFIER TAW-9	E47	7C E1	ETR YE.	YES BENDIX-PACIFIC NO 1028672-1	***************************************
FAILURE MODE-FAIL DURING ILED BECAUSE THE FINAL TU TAV-S OR FROM DETUNING OI	FAILURE WODE-FAIL DURING OPERATION-THE OUTPUT TUNING CAPACITOR OF THE TAV-S HAD OVERHEATED AND OPENED. THE TAV-S FA ILED BECAUSE THE FINAL TUNING STAGE WAS DETUNED DUE TO THE CAPACITOR CHANGING VALUE FROM THE TENFERATURES MITHIN THE TAV-S OR FROM DETUNING OF THE CIRCUITAY, EXTERNAL TO THE TAV-S.	IOR OF THE TAV-S HAI PACITOR CHANGING V	OVERHEATEC	AND OPE)	ED, THE TAV-S FA TURES WITHIN THE	
CORRECTIVE ACTION-A NEW TVPE OF MER TEMPERATURES. BASE PE.BOHNEL	'Y TVPE OF TUNING CAPACITOR 18 BEING URED IN D BERIEB R.F. ARPLIFIERS, PHICH WILL TOLERATE HIG Pe.Bonnel were instructed to not operate tav-s amplifiers with improper external loads.	HED IN D SERIES R.F. AMPLIFIERS, WHICH WILL HE TAV-S AMPLIFIERS WITH IMPROPER EXTERNAL	. AKPLIFIERI B HITH INPRC	PER EXTER	HAL LOADS.	
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMSDUC ERB	azm-27-eet/FC-4co-ne-14 Inflight Calibrator	COMPOSITE-FACTORY	140	Y ES	• .	X
FAILURE MODE-GUT OF TOLE!	OF TOLERANCE. THE ACCESSORY PACKAGE WAS REWORKEL DUE TO AN INFLIGHT CALIBRATOR MALFUNCTION ON CHAN	CRKEL DUE TO AN IM	7.16HT CALII	RATOR MAL	FUNCTION ON CHAN	
STREM EFFECT-INFROPER AL	STSTEM EFFECT-IMPROFER ANALOG SIGNALS. A FAIRTY CALIBRATOR MOULD RESULT IN ERRORS IN THE VALUE OF REDUCED DATA.	OULD AEBULT IN ERM	ORB IN THE .	ALUE OF I	EDUCED DATA.	,
VEHICLE EFFECT-COMPOSITE COGRECTIVE ACTION-ACCESS	VENICLE EVFECT-COMPOSITE RESCHEDULED. COMPOSITE RETEST RESUIRED. Cogrective action-accessory packase was repaired.	ACD.				
INSTRUCTIVE SET AND TRANSDUCERS	FTA 4700/F3-401-90-08 MOTOR	72.5	30 880887	# OF		
FAILURE MODE-FAIL DURING	DURING OPERATION, COOLING FAN MOTOR OPERATION WAS INTERNITTENT CAUSING EXCESSIVE HEATING OF TAY & 1ER.	TOW WAS INTERMITTED	47 CAUBING 1	XCE DD I VE	HEATING OF TAV &	

PASE 0505

SENERAL BYNAMICS CONVAZE BIVIBION

11 10H 1986

DIFFICULTIES REVEGA-INSTRUMENTATION SYSTEM-AIRBORNE

Title a. W GO B	TEST/REPORT NUMBER FAILED COMPONENT NAME	BIF DATA BOURCE PART NUMBER	VEHICLS DATE DIF	114E DIF OTH	E E	VENDOR NAME VENDOR PART NO	
STRICK EFFECT-NICH TENTER	TEMPERATURE ENVIRONMENT, OVER HEATING OF	FINAL POWER AMPLIFIER.	IEA.				491147
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-REPAIRED FAN MOTOR.	D FAH MOTOR.						
ERSENTER SET AND TRANSDUC COMMITTON CRS	FTA 4700/P3-401-00-03 COMHUTATOM	FRF	30 890327	2	ž 3		441144
FAILURE MODE-OUT OF TOLER	TOLERANCE. COMMUTATION RATES FOR CHANNELS 11 AND E FLUCTUATED IN SPEED OUTSIDE SPECIFIED LIMITS	8 11 AND E FLUCTUA	TED IN OPE	ED OUT#10	3	CIFIED LIMITS	•
BYBUIN EFFECT-ERRATIC OPE	c orehation.						
VEHICLE EFFECT-WOME.							
CORRECTIVE ACTION-CHANGED COMMUTATOR MOTORS.	COMMUTATOR MOTORS.						
IMBTRUMENTATION-A/B FTA 4700/ TELEMETRY SET AND TRAMBOUC AMPLIFIER SRS	FTA 4700/P3-401-00-03 Amplifiem	FRF	30 560327	÷	2 2		
FAILURE MODE-FAIL BUKING (COOLING FAIL MOTOR, DISCOVE	FAILURE, MODE-FAIL DUKING CPERATION. EKCESSIVE HEATING OF THE TAV 3 TINAL POMER AMPLIFIER CAUSED BY AN INTERMITTENT OOLING FAN HOTOR. DISCOVERED UNEN CANISTER WAS OPENED TO BEPLACE COMMUTATOR MOTORS.	OF THE TAY 3 TINAL POWER ANPL. TO REPLACE COMMUTATOR MOTORS.	AMPLIFIER Tors.	CAUBED B	A AK	INTERMITTENT	
SYSTEM EFFECT-MONE.							
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-REPLACE	CORRECTIVE ACTION-REPLACED AMPLIFIER FOR SYBTEM CONFIDENCE.						
INSTRUMENTATION-A/B TELENETRY NET AND TRANSOUCE	ZN-7-671/FC-3CO-01-U9 PONER BUFPLY	COMPOST TE-FACTORY	9C 5603£0	FAC TORY	ž č		\$ \$ \$ \$ \$ \$ \$
FAILURE MODE-ERRATIC OPER. TO POMER SUPPLY,	OPERATION-ERRATIC EXCITATION DETERMINED AT TWO TELEMETRY MEABURENENTS (PSID AND SASR). TRACED	AT TWO TELEMETRY	HEA BUREKEN	T# (P#10	9	ASS). TRACEO	
SYSTEM EFFECT-ERRATIC OFFI	C OPERATION, FAULTY POWER SUPPLY CAUSED ERRATIC SIGNALS TO BE TRANSMITTED.	ERRATIC SIGNALS TO	BE TRANSH	LTTED.			
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOLITE DELATED OR RE-SCHEDULED. COMPLETE COMPOSITE RETEST PERFORMED.	OMPOSITE RETEST PE	RFORMED.				,
CORRECTIVE ACTION-TRANSDUCER FOWER SUPPLY REPLACED.	CER POWER BUPPLY REPLACED.						
						PAGE 0800	_

SEMERAL DYNAMICS CONVAIR DIVISION

10 FO F

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAMS	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIS	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VEHDOR PART NO	
	AZN-87-180/FC-4CO-01A-08	COMPOSITE-FACTORY	0.5	YES SENOIX	998189
TELEMETRY BET AND TRANSDUCERS ERS FAILURE MODE-OUT OF TOLER		K-HALF PERCENT BEL	PRUBEG OM MINIMUM TOLERANCE.		The state of the s
BYBIEM EFFECT-WOME. VEHICLE EFFECT-COMPOBITE	BTBIEM EFFECT-NOME. Vehicle effect-composite rescheduled, post composite metest verified acceptable oferatiom.	VERIFIED ACCEPTABL	E OPERATION.		
CORPECTIVE ACTION-UNKNOWN	_				
INSTRUMENTATION-A/B FTA4596/PR-5BN-UR-DS TELEHETAY SET AND TRANSDUC BUBCARRIER OSCILLATOR	FTA4596/PE-SBN-DE-DS BUBCARAIER OSCILLATOR	COMPOSITE-S FACT	3C 128 590213 50	40 60	9 2 4 5 9
FAILURE MODE-ERRATIC OFER URING THE PLUS COUNT.	IIC OFERATIOM, BFI CHANNEL A BURGARRIER OBCILLATOR HAD A BHIFF IN FREBUENCY FOR ABOUT 18 RECOMDS D ht.	ILLATOR HAD A SHIF	T IN FREGUENCY FOR	I ABOUT 10 SECONDS D	
FYSTEM EFFECT-IMPROPER ANALOG SIGNALS.	CALCO BIGMALD.				
VEHICLE EFFECT-MONE.					
CORRECTIVE ACTION-UNKNOWN.	•	,		ad geboordening die verscheinsgeboordeningsbeschieden voor	
INSTRUMENTATION-A/S TELEMETRY RET AND TRAISDUC ERB	AZM-27-178/FC-4CO-01-03 TLM CANISTER	COMPOSETE-FACTORY	300 s	22	h 0 0
FAILURE MODE-DUT OF TOLERANCE, 62899 AT WHICH TIME IT READ TO PCT. (G FCT. FOR THIS MEABUREMENT WAS DESIGNED FOR	FAILUNE WOE-OUT OF TOLENANCE, 62889 DECODER WEBSAGE READ 94 PCT IDM (82 PCT SPECIFIED) EXCEPT DURING SYNC, ERROR: At which time it read te pct, (g pct, expected). The voltage out of the decoder 19 meative, while the begnent used for this measurement was designed for a positive input.	PCT IBW (62 PCT 8 OUT OF THE DECODER	PECIFICO) EXCEPT (CRING STMC. EMBOR.	
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RESCHEDULED. POST-COMPOSITE TESTING REQUIRED.	. REGUIRED.			
CORRECTIVE ACTION-TELEMET EGMENT, (READ THE BEGMENT SDO PCT) THIS VALUE BNOWN	FELEMETRY DEFIGH FERFOWNEL DEVELOPED A METHOD OF INTERPRETING THE INFORMATION PRESENTED ON THIS & BEGUCNT AF IF A POSITIVE VOLTAGE WERE APPLIED, MULTIPLY THIS RESULT BY THREE (3) AND SUBSTRACT FROM UE SHOULD CORRESPOND TO ACTUAL DECODER OUTPUT. THIS CONDITION PREVAILED ON 3D, SD, TD AND 31D.	HOD OF INTERPRETINGED, MULTIPLY THIS	OF INTERPRETING THE INFORMATION PRESENTED ON TIMULTIPLY THIS RESULT BY THREE (S) AND SUSTRACT THIS CONDITION PREVAILED ON 30, SD, TD AND SIED	PRESENTED ON THES B. AND SUBTRACT FROM SD. TD AND SED.	•
INSTRUMENTATION-A/B TELEMETAT BET AND TARMSDUC ERS	FTA ASTB/PS-EGE-GS-SS COMMUTATOR	COUNTDOMM	110 890804 - 780	YE.	
FAILURE MODE-FAIL TO OPER	TO OPERATE AT PRESCRIBED TIME. THE RF B CHANNEL C AND E CONMUTATORS FAILED TO OPERATE.	IANNEL C AND E CONN	IUTATORS FAILED TO	OPERATE.	
	es de mangaspripries quant activista des épocações des épocações de mes de mesque que de mesque de mesque de m	and the state of t		PAGE GSOT	

SENERAL BYNAMICS CONVAIR BIVISION

18 1UN 1088

DISTICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME

	AVATEM BUB-STATEM	TEST/REPORT MUMBER FAILED COMPONENT NAME	BIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E TIME 01F	PRI VENDOR NAME OTH VENDOR PART NO	9
	SYSTEM EFFECT-OFERATION D	CRATION DOES NOT START.					401130
	VEHICLE EFFECT-NONE.						
	CORRECTIVE ACTION-MONE.						
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	98-24-014 Power Chamgeover Buitch	FAR 7-01783-1	4C 890200	ETA	YES KINETICS NO M-199-1	
	FAILURE MODE-FAILED TO OP BE CONTACT MAD NOT MAINTAI RTED WELL INTO THE BOCKET.	FAILURE MODE-FAILED TO OPERATE AT PRESCRIBED TIME, NAEN BWITCH HAB DRIVEN TO INTERNAL POSITIOM, PIN PORTION OF THE IR CONTACT WAS NOT MAINTAINING CONTACT WITH THE SPRING LOADED PORTION OF THE SOCKET, ALTHOUGH THE PIN WAS STILL INSE	TCH NAS DRIVEN TO I D PORTION OF THE SO	NTERNAL PO CKET: ALTH	BITION, I	IN PORTION OF THE PIN WAB ATILL INS	. u
	CORRECTIVE ACTION-VENDOR THE PIN MOUNTING BOARD, S CONTACT WITH THE BPRING LO	CORRECTIVE ACTION-VENDOR NOTIFIED OF DISCREPANCY VENDOR WILL LENGTHEN THE PIN FORTION OF SE OR ADJUST THE STROKE OF THE FIN WOUNTING BOARD, SO AS TO INSURE THAT DURING THE NORMAL CYCLIC LIFE OF THE BMITCH THE SE PIN WILL REMAIN IN ONTACT WITH THE SPRING LOADED PORTION OF THE SOCKET.	L LENGTHEN THE PIN	FORTION OF THE BWITCH	82 OR AL THE 82 1	JUST THE STROKE OF WIN WILL REMAIN IN	* -
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	B FTAASTS/FR-30R-00-04 TRANSOUC TLM CARTSTER	COUNTDOWN	4C 590183	ETR-18	VE.S.	***************************************
	FAILURE MOUE-OUT OF TOLER MATION, EXCITATION TO BUBG	FAILURE MODE-OUT OF TOLERANCE, AFTER RECYCLING TO T-TO AND DETANKING; WHILE CHECKING NEW BATTERIES BY TELEMETRY OPE Ration, excitation to subgrariers a and E OF RF1 was found about Malf of Normal.	DETAMKING, WHILE CH SECUT MALF OF MORNAL	ECKING MEN	BATTERLI	ES BY TELEMETRY OF	<u> </u>
	STRIEM EFFECT-OPERATION TOO LOM.	TOO LOM.					
	VENICLE EFFECT-COUNTDOWN DELAYED.	DELAYED.				,	
	CORRECTIVE ACTION-UNKNOWN.	M •					1
	INSTRUMENTATION-A/B TELEMETAY BET AND TRANBOUC ERB	# FTA4516/P#-408-00-8 TRANBOUC TLM CANIBTER	COUNTDOMM	30 25 25 35 35 35 35 35 35 35 35 35 35 35 35 35	678-18-18-18	8 0 N	***************************************
	FAILURE MODE-FAIL BURING	. DURING OPERATION. TELEMETRY BYS CHANNEL C WAS LOST.	: WAS LOST.				
	STREET EFFECT-OFERATION S	STRIEM EFFECT-OFERATIOM STOPS PREMATURELY. RFL CHANNEL C INOPERATIVE. LAUNCHED VEHICLE MITHOUT THIS CHANNEL.	MOPERATIVE, LAUNCHED	VEHICLE	I THOUT I	HIB CHANNEL.	
	VEHICLE EFFECT-HOME.						
	CORRECTIVE ACTION-BOME.						1
							······································
						PAGE USOB	1:
_							

SEMERAL DYNAMICS CONYAIR DIVIDION

**** ***

CONTAIN DIVISION

**** ***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORME	MENTATION SYSTEM"A	I RBORNE			٦
STRIN SUB-STOTEN	TESTREPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF T	\$116 TINE DIF	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETRY BET AND TRAMBOUC	ZC-7-E15/PE-50R-00-03	FLIGHT	361223 14	•	3 9	•
FAILURE MODE-ELECTRICAL & TIVELY, CAUSE CONCLUDED TO 05T SECTION JETTISON, POSS	FAILURE WODE-ELECTRICAL BHORT, POWER BUPPLY VOLTAGES DROPPED FROM 8.32 AND D.47 VOLTS TO D.83 AND D.18 VOLTS RESPEC TIVELY, CAUSE CONCLUGED TO BE SHORT IN MIRINS TO BUSTAINER CONTROL HE BOTTLE PRESSURE TRANSDUCER OCCURRING DURING BO OST BECTION JETTISON, POSSIBLE FAULT IN ROUTING OF WIRING ALLOMED DANAGE TO WIRE AT JETTISON.	FROM 8.32 AND D.8 MIROL HE BOTTLE PR COWED DAMAGE TO WIR	F VOLTS TO ESSUNE TRAN	G.83 AND SDUCER O	D.18 VOLTS RESPEC	
SYSTEM EFFECT-ERRATIC OFF ING SUSTAINER AND VERNIER UIRED FOR PARTIAL RECOVERT	BYSTER EFFECT-ERRATIC OPERATION. VOLTAGES SUPPLIED TO TRANSDUCERS EXCITED BY THIS PONER SUPPLY MERE NOT NOMINAL DUR ING SUSTAINER AND VERHIER PHASES SO THAT THE TRANSDUCER OUTPUTSISE! MERE GUESTIONABLE AND SPECIAL PROCESSING WAS REG UIRED FOR PARTIAL RECOVERT OF AFFECTED DATA.	DUCERS EXCITED BY I FRESE WERE BUEST	HIS PONER &	DPPLY VE	RE NOT HOMINAL DUR PROCESSING WAS REA	
VEHICLE EFFECT-NOME, CORECTIVE ACTION-INSTALL	VEHICLE EFFECT-MOME. CORRECTIVE ACTION-INSTALLED ISOLATION PROTECTION BETWEEN TLM POWER BUPPLY AND TRANSDUCERS.	POWER BUFFLY AND	TRANSDUCERS			
INSTRUMENTATION-A/B TELEHETRY SET AND TRANSDUC ERS	ZC-T-E15/PR-102-00-03 COMMUTATOR	PLIGHT	3C 12 561223 12	:	VES GO CONVAIR NO	***************************************
FAILURE MODE-FAIL DURING	DURING CPERATION. RF 2 CHANNEL 13 COMMUTATOR CEASED OPERATION. REASON FOR FAILURE NOT DETERMINED	TOR CEASED OFERATIO	N. REASON F	ON FAILU	RE NOT DETERMINED.	
STREM EFFECT-OPERATION &	ATION BIOPS PRENATURELY, FAILURE OF RF & COPMUTATOR RESULTED IN LOSS OF 21 TELEMETRY MEABUREHENTS Have operated during sustaines phase if not losi.	COMMUTATOR RESULTED OF LOSY.	IN LOSS OF	B1 TELE	HETRY MEABUREHENTS	
VEHICLE EFFECT-NOME. CORRECTIVE ACTION-UNKNOWN.					٠	1
INSTRUMENTATION-A/B TELENE AY SET AND TRANSDUC ERD	FTA-4411/F4-E03-00-18 COMMECTOR-WIRIMG	COUNTDOMN	126 1 501128 -	14-10200	¥π.α 800	0 0 0 0
FAILURE MODE-ELECTRICAL OF	FAILURE MODE-ELECTRICAL OPEN, PLUS P172 AT THE ACCESSORY PACKAGE HAS NOT PROPERLY INSTALLED AND CERTAIN SIGNALS WER : MOT PRESENT OM TELEMETRY.	CKAGE MAS NOT PROPE	RLY INSTALL	CD AHD C	ERTAIN BIGHALS WEI	
SYSTEM EFFECY-IMPROPER AN	SYSTEM EFFECY-IMPROPER ANALOG SIGNALS. CALIBRATE PULGES MISSING ON SUBCARRIERS 10 AND 18, AND RATE GYRO SIAS WAS MI SING.	SING ON BURCARRIERS	1 10 AMD 18.	AND RAT	K SYRO BIAB WAS M	
VEHICLE EFFECT-NOME. COMMECTIVE ACTION-PLUGS MERE TIGHTENED.	ARAE 7.6411ENEO.					
						1
	A CHARLES AND A STATE OF THE ST				PAGE 0300	

GENERAL DYNAMICS CONVAIR DIVISION

**** **** ***

DIFFICULTING REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

BYSTEN BUG-SYSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DATE DIF	PRI VENDOR HAME	
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	FTA 4404/P4-E08-D0-18 TRANSDUC TRANSDUCER-TELENETRY	787	120 34 301124	¥ 0 8	***************************************
FAILURE MODE-SHORT (ELECT).	FAILURE MODE-SHORT (ELECT). A SHORT IN TELEMETRY MEASUREMENT UBDP. LOB TANK HEAD, RESULTED IM AH CRRATIC SUPPLY OF Excitation voltage and bias voltage to other measurements.	ENT UBOP, LOS TANK HI	AD, REBULTED IM	AH CHRATIC BUFFLY OF	
SYSTEM EFFECT-ERRATIC OPERATION. NTS ON RFE CHANNEL 13 AND OF RATE	SYSTEN EFFECT-ERRATIC OPERATION. ERRATIC FLUCTUATIONS AND LOSS OF DATA ON PRESSURE MESSURENENTS AND CALISRATE SEGME XTS ON RFE CHANNEL 13 AND OF RATE STRO BIAS LEVELS ON RFE CHANNEL E MERE NOTED THROUGHOUT THE TEST.	LOSS OF DATA ON PREC CHAMMEL & WERE NOTED	BURE MEABURENEN THROUGHOUT THE	S AND CALIBRATE SEGME EST.	
VENICLE EFFECT-MONE.					
CORRECTIVE ACTION-DEVELOPED NEW CIRCUITRY IN TION VOLTAGE TO UADP, AND OTHER WEASURENENTS.	CORRECTIVE ACTION-DEVELOPED NEW CIRCUITRY IN THE TELEMETRY ACCESSORY P.CRAGE TO PROVIDE BEPARATE SUPPLIES OF EXCITA Ion voltage to usidy, and other measurenents,	T ACCESSORY P. CKAGE.	O PROVIDE BEPAR	TE SUPPLIES OF EXCITA	
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERS	B FTA 4410/P4-201-00-12 TRANSDUC CONNECTOR	Ta T	128 14 BellEl -7200	YES 80	22 25 27 40 40
FAILURE MODE-SHORT (CLECT	FAILURE MODE-SHORT (ELECT), AM EXCITATION WOLTAGE HIRE MAS SHORTED TO GROUND DUE TO A LOOSE CANNON PLUG.	S SHORTED TO GROUND (UE TO A LOOSE C.	INNON PLUE.	
SYSTEM EFFECT-OPERATION STOPS FREMATURELY. TR.	BYSTEM EFFECT-OPERATION STOPS FREMATURELY. TRANS- MISSION OF USABLE DATA FROM BFS CHANNELS SO AND SS STOPPED DUE Loss of excitation voltage to these channels.	OF UZABLE DATA FROM	RF1 CHANNELS 10	AND 13 STOPPED DUE TO	
VEHICLE EFFECT-COUNTDOWN DELAYED. 109 MINUT PROXIMATELY 45 MINUTES WAS DUE TO TELEMETRY.	DELAYED. 105 MINUTE HOLD. HOLD WAS LENGTHY DUE TO DIFFICULTY IN SETTING FOO DOORS OFEN. AP. DUE TO TELEMETRY.	AS LENGTHY DUE TO DIF	FICULTY IN ÖETTI	NG POD DOORS OPEN, AP	
CORRECTIVE ACTION-TIGHTENED CANNON PLUG.	ED CANNON PLUG.				
INSTRUMENTATION-A/B TELEMETR! SET AND TRANSOUC ERS	ZC-T-2G7/P1-208-GG-8 INSTRUMENTATION CIRCUITRY	FL164T	96 41 561117 166	YES NO	17500
FAILURE MODE-SHORT (ELECT)	FAILURE MODE-SHORT (CLECT). LOSS OF RFR TRANSDUCER POMER SUPPLY PROBABLY AS A RESULT OF A SHORT IN A TRANSDUCER OR Mstrumentatiom circuitry.	BUFFLY PROBABLY AS A	REBULT OF A BHOM	T IN A TRANSDUCER OR	
SYSTEM EFFECT-ERRATIC CHT	SYSTEM EFFECT-ERRATIC CHFSATION, SATA FROM RF & WAS LOST.				
VEHICLE EFFECT-MOME.					
COMMECTIVE ACTION-AS A RELINE INSTRUMENTATION CIRCU	COMMECTIVE ACTION-AS A RESULT OF THIS AND OTHER TRANSDUCER POWER SUPPLY PROGLEMS, ISOLATION RESISTORS WERE ADDED IN THE INSTRUMENTATION CIRCUITRY TO PREVENT SHORTS IN THE NEASUMENENTS FROM AFFECTING THE POWER SUPPLY.	ABUNENENTO FROM AFFEC	HS. IBOLATION RETING THE POWER	BISTORS WERE ADDED IN UPPLY.	
				PACE 0810	····

CONVAIR BIVICACH

**** **** ***

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM AIRSORM

BYBIEN BUS-BYBIEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	BIF DATA BOUNCE	VEHICLE BITE	PRI VENDOR NAME OTH VENDOR PART NO	,
INSTRUMENTATION-A/S TCLEMETAT SET AND TRANSDUC	ZN-7-684/FC-3CO-D18-98 APPLITER	COMPOSTE-PACTONY	901118	YK8 NO	****
AILURE MODE-OUT	OF TOLERANCE, RF HO, I CHAINSEL E, MAB OUT OF BAND ON LOW FRESURNCY BIDE.	A BAND ON LOW FREE	UENCY BIDE.		
STATEN EFFECT-IMPROPER AN	STSTEM EFFECT-IMPROPER ANALOG SIGNALS, POSSIBLE LOSS OF CHAMMEL E DATA.	MEL E DATA.			
VEHICLE EFFECT-COMPOSITE DELAYED OR RESCHEDULED.	DELATED OR RESCHEDULED.				
CORRECTIVE ACTION-UMM NOWN,	e de la companya de l				
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	FTA4323/P1-203-00-8 RF1 COMUTATORS	Ta'	501027	3 0	01110
FAILURE MODE-FAIL TO OPER	TO OPERATE AT PRESCRIBED TIME, RF1 SUBCARRIERS 1D AND 11 COMMITATORS DID NOT RUN DURING THE TEST.	11ERS 10 AND 11 COM	MITATORE DID MOT RL	M DURING THE TEST.	
SYSTEM EFFECT-OFERATION D	RATIOM DOES NOT START. MES SUBCARRIERS SG AND 33 COMMUTATED DATA WAS NOT OSTAINED.	IND 11 COMMUTATED D	ATA WAS NOT OBTAINE	å	,
VEHICLE EFFECT-MONE.					
CORRECTIVE ACTION-UNKNOWN.	•				
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	ZN-7-648/FC-3CO-01-04 DEMODULATOR	COMPOL ! TE-FACTORY	4C 3010ES	7E8 80	1655
FAILURE MODE-FAIL DURING ATEG 15 PCT 18M, 400 CYCLE	FAILURE MODE-FAIL DURING OPERATION-MEAGUREMENT PARRO (BUSTAINER MAIN FUEL VALVE) RF R, CHANNEL C, BEGNENT 45, INDIC ATEO 15 PCT 18M, 400 CYCLE CACILLATIONS DUE TO A FAULTY DEMCJULATOR IN THE ABSEBSONY PACKAGE,	HER MAIN FUEL VALV SULATOR IN THE ASSE	EI AF B; CHANNEL C; BBONT PACKAGE,	SEGNENT 45: INDIC	
BYSTEN EFFECT-INFROVER AN	BYBICH EFFECT-IMMOMER ANALOG BIGHALB-FAULTY DEMODULATOR CAUSED IMPROPER VALVE POBITION BIGHALS TO BE TRANSMITTED.	MED IMPROPER VALVE	POBITION BIGNALS 1	O BE TRANSMITTED.	T-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1
VEMICLE EFFECT-COMPOSITE RESCHEDULED.	RESCHEDULED.				
CORRECTIVE ACTION-THE ACC	ACCESSORY PACKAGE WAS REPLACED. SYSTEM AND COMPOSITE RETESTING WAS PERFORMED.	AND COMPOSITE RET	ESTING MAS PERFORM	0.	
INSTRUMENTATION-A/B TELEMETAY SET AND TRANSDUC ERS	F	787	11 TRO144	4 KE 8	
FAILLIE MODE-FAIL TO OPER WAS RUM ON EXTERNAL POWER B BUPPLY UNICH CONTAINS TX	FAILUE MONE-FAIL TO OPERATE AT PRESCRIBED TIME, RFS DID NOT RESPOND TO THE SUITCH TO INTERNAL POWER SISHAL AND RFS MAS RUM ON EXTERNAL FOWER DURING THE TEST, APPARENT CAUSE OF THE PROSLEM WAS A RANDOM FAILURE OF THE TELEMETRY POWE B BUPPLY UNICH CONTAINS TOK MOTOR OPERATED CHANGE DYEF BUITCH.	RESPOND TO THE BW THE PROBLEM WAS A	ITCH TO INTERNAL PO RANDOM PAILURE OF	WER BIGHAL AND RF3 THE TELEMETRY POME	
				PAGE DB11	

SENERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM SINBORNE

	DIRECTIONS AND STATES AND STATES OF STATES AND STATES AND STATES OF SECOND STATES AND STATES OF SECOND STATES AND SECOND STATES OF SECOND STAT	LASMIATION SYSTEM'	N I REORING				
# * * * * * * * * * * * * * * * * * * *	TESTARFORT MUMBER FALED COMPONENT NAME	DIF DATA BOURCE PART MUNBER	VEHICLE DATE DIF	817E TIME DIF	N N N	VENDOR NAME VENDOR PART NO	
STATEM EFFECT-OFERATION D	STATEM EFFECT-OFERATION DOES NOT START. STATEM DID NOT TRANSPER TO INTERNAL.	ISPER TO INTERNAL.					:
VEHICLE EFFECT-MONE.				•			
CORRECTIVE ACTION-REPLACE	CORRECTIVE ACTION-REPLACE TELEMETRY POWER BUPPLY AFTER TEST.	•					
INSTRUMENTATION-A/B FTAAR55/P4-ET TELEMETRY SET AND TRAMSDUC TEM CAMISTER ERS	FTAARSS/P4-EOS-OO-S TEM CANISTER	COUNTDOWN	*******	678 -8500	7£8 HO		•
FAIFURE MODE-OUT OF TOLER	FALLUME MODE-OUT OF TOLERANCE, RF 4 ENTERFERENCE POSSISLY FROM RFS. 26 MINUTES LATER TELEMETRY 60.	HOM HEL. RE MINUTES	LATER TEL	ENETRY SO	•		
BYBIEM EFFECT-EURALIC OPERATION,	ERATION,						
VEHICLE EFFECT-NONE.							
CORRECTIVE ACTION-UNKNOWN.							
INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	FTA4238/F4-QUZ-DG-B Commutator	COUNTDOWN	96 366813	14 - \$00	4 6 9		2 N T G
FAILURE MODE-FAIL DURING	DIRING CPERATION, COMMUTATION LOST ON BTE CHANNEL A.	CHANNEL A.					
SYSTEM EFFECT-OPERATION B	SYSTEM EFFECT-OPERATION BTOPS PHEMATURELY. COMMUTATION LOST ON RES CHANNEL A.	ON REE CHANNEL A.					
VEHICLE EFFECT-COUNTDOMN	VEHICLE EFFECT-COUNTDOMN DELATED. 4 MINUTE HOLD: 30 MINUTE RECYCLE: CHANNEL A LOSS CONTRIBUTED TO TEST TERMINATION.	RECYCLE, CHANNEL A	LOSS CONTI	119 UTED TO	1631	TERHINATION.	
CORRECTIVE ACTION-REPLACE	RCPLACED RF2 PACKASE.						
IMBIRUM:CHTATION-A/R FTAA232/P4-201-00-08 TELEMETRY BET AND TRANSOUC INSTRUMENTATION CIRCUIT ERB	FTAA252/P4-201-00-0# Inbirumentaticm Gircuit	9.8.9	\$3 \$609Ce	14ETR 3	7C8		603273
FAILUNE MODE-BHORT (ELECT) TERNITIENT OPERATION, THE GOSCO, AFTER ENGINE MUTDON	FAILUNE MODE-BHORT (ELECT.), TLM MEATUREMENT DTV, RANGE BAFETY COMMAND RECEIVER NO. 1 SIGNAL ATREMETH. IMDICATED IN Termittent operation, the signal btrength indicated by Thir Meaburement Dropped to zero s sec. After engine start. S O sec. After engine bhutdown measurement returned to previous satisfactory level.	ETY COMMAND RECEIVE MEABUREMENT DROPPED & BATISFACTORY LEVE	# NO. 1 8/	SMAL STRE	ne Tr.	INDICATED IN	
STRIN EFFECT-ERRATIC OFE	BYBIEM EFFECT-ERRATIC OPERATIOM, TLM MEABUMEMENT DTV INDICATED INTERNITTENT OPERATION.	TED INTERMETTENT OF	ERATION.				
VEHICLE EFFECY-NONE,							
CORRECTIVE ACTION-CORRECTIVE ACTION UNKNOWN.	IVE ACTION UNKNOWN.						
		•					
						FACE 0812	
	ATTACKED TO A LOCATION OF THE STATE OF THE S	kaniga an indicessa and the contributions of square product and series and series and series and series and se					

SEMERAL DYNAMICS CONVAIR DIVISION

18 JUN 1866

ゆゆき えつつ 幸ぶ	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM'S	I PB OR NE		
#4####################################	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIP TIME DIF	PRI VENDOR MAME OTH VENDOR PART MO	7 KO
INA.RUMENTATION-A/S ZC-7-204/FL-203-DD TELEMETRY &ET AND TRANSDUC ELECTRICAL HARNESS ER&	2C-7-204/F1-203-00-03 ELECTRICAL HARMED	PLIGHT	58 11 860626 113	YER ED CONVAIR NO	
FAILURE MODE-ELECTRICAL R EMAINED AT THAT LEVEL UNTI D BY AHOMT IN MIRING IN BO	FAILURE WOOE-ELECTRICAL BHORF, 180 VOLT DC POWER TO RF1 TRANSDUCERS DROPPED FROM 184 V TO 10 V AT 113 SECONDS AND R Enained at that level until Booster Jettison at Maich Time Voltage Returned to 184 Volt DC, Problem Apparently Cause D sy shoat in miring in Booster Section Waich Cleared Upon Jettison of Booster.	HEDUCERS DROFFED FR.	24 564 V TO 10 V	T 113 SECONDS A	AND R CAUSE
STSTEM EFFECT-IMPROFER AN REMEMTS USING THIS VOUTAGE EEN SO AND 10G PERCENT POS	BYBIEM EFFECT-IMPROPER ANALOG BISNALB. LOM VOLTAGE BUPPLY TO CHANNELB 1-13 AND 1-A TRANSDUCERS CAUSED LOSS OF MEASU Rehents using this voltage. Estween 130 and 180 asconds the transducer power supply to same channels pluctuated betw Een so and 10g percent possibly because of some damage during short.	CHANNELS STEE AND FRANSDUCER POWER BUT F SHORT.	1-A TRANSDUCERS PLY TO SAME CHAN	AUSED LOSS OF P	MEABU
VEHICLE EFFECT-NOME.					
CORRECTIVE ACTION-UNKNOWN.	•		en periodo e de la constanción de la c		
IMSTRUMENTATION-AZB TELEMEINT BET AND TRANSOUC CRS	FTA4188/P1-202-00-05 TLM CAULDTER	***	58 11/ETR 580820 5.5	4E\$	80 M
FAILURE MODE-ERRATIC OPER. ER MAINSTAGE AND A 0.36 DEI ENT CHECKS OF T.E TELEMETR	FAILURE MODE-ERRATIC OPERATION. BI YAW/ROLL EMEIME POBITION INDICATED A 4-14 DEGREEB HEGATIVE BHIFT 3-7 BECONDS AFT R MAINSTACE AND A 0-96 DEGREE POSITIVE SHIFT AT ENGINE CUTOFF WHICH MAS MOT SUBSTANTIATED BY LANDLINE DATA. SUBSEBU HT CHECKS OF T.E. TELEMETRY TRANSDUCER: MECHANICAL COUPLING: AND ELECTRICAL CABLING REVEALED NO ABHORMALITIES.	INDICATED A 4.14 DI F MHICH MAS NOT BU AND ELECTRICAL CABI	CREES HEGATIVE SISTANTIATED BY LA	IIFT 5.7 SECONDA POLINE DATA: SUG BHORMALITIES:	7 7 7 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1
SYSTEM EFFECT-IMPROPER AN	SYSTEM EFFECT-IMPROFER ANALCE SIGNALS. TELEMETRY INDICATED ENGINE MOTION NOT SUBSTANTIATED BY LANDLINE.	ENGINE MOTION NOT &	MBTANTIATED BY L.	NOLIME.	
VEHICLE EFFECT-NOME.					
CORRECTIVE ACTION-UNKNOWN.	ta (kapina, nagaji diliperbanda mananga dalam maja mpaganga permasang spenyanga militatu asas). An masammenang				
INSTRUMENTATION-A/B TELEMETAT BET AND THANBOUC ERB	ZM-F-414-1/FC-RCO-01-11 TLM CANISTER	COMPOSITE-FACTORY	3.00 0 0 kg	YES NO B	
FAILURE MODE-ERRATIC OPER	FAILURE MODE-ERRATIC OPERATION. THE MASTER PULBE OF RF I CHANMEL A INDICATED BREAKUP DURING THE TERT.	INMEL A INDICATED B	EAKUP DURING THE	3667.	
BYSTEM EFFECT-ERRAFIC OF	BYBIEM EFFECT-ERMATIC OPERATION-TLM UMIT TRAMBMITTED ERRATIC BIÉMALB DURING COMPOBITE.	: SIGNALS DURING CON	POSITE.		·
VEHICLE EFFECT-COMPOSITE	VEHICLE EFFECT-COMPOSITE RESCHEDULED. STATEM AND COMPOSITE RE-TESTIMS WAS RESUIRED.	IZ-TESTING WAS REGU	ACD.		

CORRECTIVE ACTION-TELEMETRY PACKAGE WAS REPLACED.

SENERAL DYNAMICS CONVAIR DIVISION

0

9991 MAC 91

CUNTERCENT REVERSE MENTER PROPERTY OF STREET

\	#3) # A #	TESTARGOST NUMBER	DIF BATA SOUNCE	VEHICLE	9116	E	VENDOR HAME	
	808-81EH	FAILED COMPONENT NAME	PART NUMBER	DATE DIF	=	OTH	VENDOR PART HO	
	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	FTA147/P3-EDE-DG-4 RANSOUC TRANSOUCER-WIRING	COUNTDOWN	48 9002	ETA -8400	45.0	,	•
	FAILURE MUDE-DEEN (ELECT) THE TRANSDUCER CIRCUIT WA	FAILURE MODE-OPEN (ELECT). DURING TELENETRY TEBTING MEABUREMENT PRASP DID MOT OPERATE, AFTER TEST IT MAS FOUND THAT THE TRANSDUCER CIRCUIT WAS OPEN DUE TO NO GROUND.	INCINT FRASP DID NOT	OPERATE. A	FTER 1681	1	AB FOUND THAT	
	SYSTEM EFFECT-IMPROPER ANALOG SIGNALS.	HALOG SIGNALS.						
	VEHICLE EFFECT-COUNTDOWN	VEHICLE EFFECT-COUNTDOWN DELAYED. TOTAL DELAY MAS 174 MINUTES DUE TO THIS PROBLEM.	TER DUE TO THIS PROB	LEN.				
	CORRECTIVE ACTION-TRANSDU OPEN CIRCUIT DUE TO NO GA	I-TRANSDUCER WAS REPLACED AND OFERATIOM MAS STILL UNSATISFACTORY, FURTHER INVESTIGATIOM REVEALED AM To no ground, a ground was supplied and the transducer operated satisfactorily,	B BILL UMBATISFACTO HE TRANSDUCER OPERAT	RY. FURTHE ED BATIBFA	R INVESTI	64110	M REVEALED AM	
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANBOUC ERB	FTA4101/P1-208-00-3 COHNUTATOR	COUNTDOMN	38 880738	11	4 E		
	FAILURE MODE-FAIL DURING	DURING OPERATION, CHANNEL E ON MER STOPPED COMMUTATING.	ED COMMUTATING.				*	
	SYSTEM EFFECT-OFERATION S	RATION STOPS PRENATURELY. COMMUTATION ON CHANNEL E BYE STOPPED PRIOR TO PLISHT.	CHAINMEL E RFR STOFFE	D PRIOR TO	FLIGHT.			
	VEHICLE EFFECT-COUNTDOWN DELAYED. 4 MINUTE HOLD.	DELAYED. 4 MINUTE HOLD.						
	CORRECTIVE ACTION-LAUNCH WITHOUT REE CHANNEL E.	WITHOUT REE CHANNEL E.						
	INSTRUMENTATION-A/B YELEMETRY SET AND TRANSDUC ERB	ZC-7-ZDD/P1-2DB-DD-3 COMHUTATOR-CHANNEL E ON RFE	FL1641	38	-25-200	5 2		****
	FAILURE MODE-FAIL BURING HE CONNUTATOR WAS AFFARENT	DURING OPERATION. THE COMMUTATOR FOR CHAMMEL E OM RTE FAILED AT T-F MOURS DURING THE COUNTDOMM. AFPARENTLY STUCK OM A NEGATIVE PEDESTAL.	MEL E OM RFE FALLED	AT T-1 HO		# #E	COUNTBOAM. T	
	BYBTEN EFFECT-OFERATION T RE WERE NO DATA FROM THIRT	RATION TOO LOW, THE DECISION WAS MADE TO LAUNCH WITH CHANNEL E ON RFR INOFERATIVE, AS A RESULT THE ON FIRTEEN HEASURENENENE ON CHANNEL E DURING THE PLIGHT.	LAUNCH WITH CHANNEL ING THE PLIGHT.	E ON RFR I	WOPERATA'	ï. A3	A REBULT THE	···
1	VEHICLE EFFECT-MOME.		. 0		5		**************************************	
	CORRECTIVE ACTION-MONE.							1
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSOUC ERB	FTA401F/F1+803-00+8 COMMUTATOR	Faf	38 380827	11/678	2 0		
	FAILURE MODE-EARATIC CPER	FAILURE MODE-EARATIC CPERATIOM, RPE CH 53: A: C: AMD E BHOWED A VARYING SPEED DURING THIS TEST.	NED A WARYING SPEED	DURING THE	. 1631.			
							PASE 0814	

SENCRAL DYNAMICS CONVAIR BIVISION

**** ***

		ひいてずにいしにないだる まれんにおることなったいないないがあったいというこうしょういちからのかと呼	UMENTATION BYSTEN'S	I MBORNE					
	8787EM 808-8787EM	TEST/REPORT NUMBER FALLED COMPONENT MANS	DIF DATA BOURCE PART NUMBER	VEHICLE SITE DATE DIP TIME DIF	\$17E TIME DIF	PRI	VENDOR HANE VENDOR PART NO		
******	STREE EFFECT-INPROPER AN	OPER ANALOS SISNALS.						******	
	VEHICLE EFFECT-NOME.								
	CORRECTIVE ACTION-UNKNOWN.	4					-		
	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERS	EN-1026/TEST 14-302-AE TRANSDUCER BS INLET TEMP	CAPTIVE	******	***	4 E 8		****	, ,
	FAILURE MODE-ELECTRICAL O AS BS TOPBINE INLET TENPE TIC REVEALED THAT TRANSDU	FAILURE HODE-ELECTRICAL OPEM, BOOSTER/SUSTAINER OPERATION TEST SCHEDULE FOR 4G SECONDS MAS TERMINATED AT 14 SECONDS AS BY TORSINE INLET TEMPERATURE INDICATED VALUE IN EXCESS OF 1400 DEGREES F REDLINE FOR THIS PARAMETER, POST INSPEC "IC" REVEALED THAT TRANSDUCER FOR THIS NEASUREMENT HAD OPENED.	EST SCHEDULE FOR 48 F 1450 DEGREES F RE D.	BECONDS W	AB TERMÎ THÎB PAR	NA TED AME TE	AT 14 SECONDS R. POST INSPEC		
	STSTEM EFFECT-NONE.								
	VEHICLE EFFECT-PREMATURE	VEHICLE EFFECT-PREMATURE PROPULSION CUTOFF, PLANNED RUN DURATION WAS 45 SECONDS. ACTUAL WAS 14.78 SECONDS.	ATION WAS 4D SECOND	3. ACTUAL	WAB 14.7	B SEC	. 6040		
	CORRECTIVE ACTION-UNKNOWN.	•							
····	INSTRUMENTATION-A/B TELEMETAY BET AND TRANSOUC ERB	FTARBGG/PR-1G2-GG-10 TLM CAMISTER	12	54A 540522	12/ETR	4 C S		6 O R R G G	
	FAILURE MODE-ERRATIC OFER	IC OPERATIOM. THE 100 PCT CALIBRATE PULSE ON RP NO.3 CHANNEL 12 MAS CHANGING AMPLITUDE.	ON MF NO.3 CHANNEL	12 MAS CH	ANCING A	1	we.		
	STRIEM EFFECT-IMPROPER AN	BYBIEM EFFECT-IMPROPER AMALOG BIGMALB. THE FLUCTUATIME CALIBRATE PULBE MADE AUTOMATIC DECOMMUTATION IMPOBBIBLE.	PRATE PULBE MADE AU	TOMATIC DE	COMMUTAT	# N	MPOSSIBLE.		
	VEHICLE EFFECT-HONE.								
	CORRECTIVE ACTION-UNKHOWN,	Α,						-	
<u></u>	INSTRUMENTATION-A/B TELENETRY BET AND TRANSOUC ERB	FTAEBSS/PE-101-30-18 TLM CANIBTER	F 20 F	16A 360410	12/ETR -6700	ğ ç		0 # # # # #	
	FAILURE MODE-FAIL DURING TO CHANNEL C ON RF NO.2.	OPERATION, LOST CHANNEL C ON BOTH AF NO. 1 AND AF NO.S. ALSO LOST NEGATIVE VOLTAGE SUPPLY	RF NO. 1 AND RF NO.	8. ALBO LO	ST MEGAT	7 7 7	OLTAGE BUPPLY		
	BYSIEM EFFECT-OPERATION STOPS UPPLY TO CHANNEL C ON RF NO.S.	BYSIEM EFFECT-OFERATION STOPS PREMATURELY, LOST CHANNEL C ON BOTH RF NO.1 AND RF NO.2. ALBO LOST MESATIVE VOLTAGE PPLY TO CHANNEL C ON RF NO.2.	N BOTH RF NO.S AND	MF MO.8. A	180 1081	¥	TIVE VOLTAGE &		
	VEHICLE EFFECT-COUNTDOWN	VEHICLE EFFECT-COUNTDOWN DELAYED. 80 MINUTES HOLD.							
	CORRECTIVE ACTION-CHANGED	CORRECTIVE ACTION-CHANGED RF NO.1 AND NO.2. ALBO CHANGED RF NO.2 TRANSDUCER POWER BUFFLY.	HO. # TRANSDUCER PO	VER BUFFLY					
·									
	hadigajir istory dipadybri den dimor i regolympi popoji filosofien na escretorio dipada dipada je dak yapa						PA6C 0919	_	

**** **** **

**** ***	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORME	MENTATION SYSTEM'S	1 REORME			ı
8787EX	TERT/REPORT NUMBER FAILEG COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
INSTRUMENTATION-A/B TELEMETAT BET AND TRANSOUC ERB	FTARBSSE/FE-101-00-58 CALLBRATOR-RF NO.1	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	10A 800416	12/678	VES NO	:
FAILURE MODE-FAIL DURING	L DURING OFFRATIOM. RF: CHANNEL 12 LOGT CALIBRATE PULGES VIELDING NO BUANTITATIVE DATA.	BRATE PULBEB TIELD	1H6 NO BUAN	HITATIVE	DATA.	····
STRIEM EFFECT-IMPROFER AMALOG BIGNALS.	ALOS BISMALS.					
VEHICLE EFFECT-HOME.						·
CORRECTIVE ACTION-MONE.						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC	FTARBERPPE-1CO-01-16 COMMUTATOR	COMPOSITE-8 PACT	16A 580404	*	768 80	****
FAILURE MODE-OUT OF BPECI	OF SPECIFICATION OR TOLERANCE, RFS CHANNELS 10 AND 11 COMMUTATORS MERE RUNNING AT HALF SPEED.	1 10 AND 11 COMMUTA	TORB MERE I	UNNING A	T HALF SPEED.	
SYSTEM EFFECT-OPERATION 7	SYSTEN EFFECT-OPERATION TOO LCM. AUTHAUTIC DECOMMUTATION NOT POSSIBLE DUE TO SLOW SPEED.	POSSIBLE DUE TO 8	LOW SPEED.			
VEHICLE EFFECT-NOME.						
CORRECTIVE ACTION-REPLACE CANISTER.	CANISTER.				A PARTY AND	
INSTRUMENTATION—A'S TELEMETRY SET AND TRANSOUCERS.	FTAZ786/P4-104-00-1\$ Chamceover amitch	COCHTDOMM	15A 500328	-10320	YE B	*****
FAILURE MODG-FAIL TO OPER ER POWER BUPPLY FAILED TO	FAILURE MCOC-FAIL TO OPERATE AT PRESCRIBED TIME, APPARENTLY A FAULTY INTERNAL-EXTENNAL BWITCH FOR THE ER FONER BUPELY FAILED TO BREAK CONTACT WHEN BWITCHOVER MAS INITIATED.	A FAULTY INTERNAL— HITIATED.	EXTERNAL BY	IITCH FOR	THE MO 1 TRAHSDUC	
BYBTEM EFFECT-OPERATION DI CONHAND.	BYBIEM EFFECT-OPERATION DOER MOT BTART, TELEMETRY MO 1 TRANSDUCER POMER BUFPLY FAILED TO TRANSFER TO EXTERNAL UPON ONHAND.	LOUCER POWER BUFFLY	FAILED TO	TRANBFER	TO EXTERNAL UPON	
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-PERFORM	CORRECTIVE ACTION-PERFORMED TWO ADDITIONAL BMITCHOVERS WHICH MERE BUCCESSFUL, DECISION NADE TO PROCEED WITH TEST I mot change the power supply package.	MERE BUCCESSFUL.	DEC1810N NO	#4 OT 30	OCEED WITH TEST AN	
INSTRUMENTATION-1/8 TELEHETRY BET AND TRANSDUC	FTA RT10/P4-108-00-19 CAMISTER	1	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-10300	. O	
FAILURE MOSE-FAIL DURING (DURING OPERATION. THE NEGATIVE PEDEBTAL ON NPS CHANNEL-A MAS LOST.	HFE CHANNEL-A WAS	LOST.			
STSTEM EFFECT-IMPROFER AND	BYSTEM EFFECT-INPROPER AMALOG BISNALB: DATA BIGNALS FROM RPS CHANNEL"A WERE NOT UBABLE DUE TO LOBS OF MEGATIVE PEDE	CHANNEL-A MERE NO	T UBABLE DE	K 10 LOS	D OF HEGATIVE PEDE	
	- Opinia -				PACK 0816	_

**** **** ***

CONTINUE OF WANTER

DIFFICULTIES REVIEW-INSTRUMENTATION STRIFT-AIRBORME

	BV&TEM BUB-PY&TEM	TEST/REPORT HUNBER PAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE DATE DIF	SITE TIME DIF	I E E	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR FART NO	r - 1
DIAL.	,							******
¥ °	VENICLE EFFECT-COUNTDOMM DELAYED. BG MI CORRECTIVE ACTIOM-NEPLACED RFR PACKAGE.	CUNTDOMM DELAYED. SG MINUTE MOLD. M-REPLACED RFE PACKAGE.						
1000	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC ERB	TARMADUC POWER BUFFLY, TELEMETRY MFB	COMPOSITE-S PACT	15A 980310	**	4 G		#80103# ##
:	ILURE MODE-FAIL DURING	FAILURE MODE-FAIL DURING OPERATION. THE TRANSDUCER EXCITATION VOLTAGE FOR MFE CHAMMEL A MAS LOST.	M VOLTAGE POR RPR	CHAMMEL A	WAS LOST.			
•	BIEN EFFECT-IMPROPET AN	SYSTEM EFFECT-IMPROPE'S ANALOG SIGNALS. ALL MEASURENENTS ON MTR CHANNEL A FAILED TO PROVIDE DATA.	IFE CHAMBL A FAILE	D TO PROVE	DE DATA.			
>	VEHICLE EFFECT-MONE.							
8	CORRECTIVE ACTION-REPLACE RF CANISTER.	. RF CANIBIER.						-1
11 11 11 11 11 11 11 11 11 11 11 11 11	INDTRUMENTATION-A/B TLEMETRY BET AND TRANSOUC ERB	FTA8645/PE-103-00-11 7LM CANISTER	COUNTDOMN	350225	ETR-12 -540	7 OF 0		# # # •
:	FAILURE MODE-FAIL DURING	L DURING OFCRATION. RF NO. 4 LOST MODULATION.						
` .	BTEH EFFECT-IMPROFER AM	BYSTEM EFFECT-IMPROPER AMALOG SIGNAL, LOSS OF MODULATION WOULD MAYE CAUSED LOSS OF DATA.	ALD MAYE CAUSED LOS	S OF DATA.				
*	VEHICLE EFFECT-NOME.							
3	CORRECTIVE ACTION-NOME. M	MENT WITHOUT MODULATION ON RF 4. REPORT INDICATED THAT DATA FROM RF 4 WAS GUANTITATIVE.	ORT INDICATED THAT	DATA FROM	RF 4 WAS	NADO	TITATIVE.	
TELE TELE	INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC ERS	FTABSABVFE-1DE-DD-13 TLM CANISTER	COUNTDOM	13A 560207	-19300	# Q		****
	ILURE MODE-FAIL TO OPER	FAILURE MODE-FAIL TO OFERATE AT PRESCRIBED TIME, RFI CHANNEL 1 INOFERATIVE.	. I INOFERATIVE.					وسنغين يور
•	SYSTEM EFFECT-IMPROPER ANALOG SIGNALS.	ALOG BIGHALB.						
*	VEHICLE EFFECT-COUNTDOWN DELAYED.	DELATED.						
8	CORRECTIVE ACTION-SHIGHOWN							

PA6E 0517

CONTAIR DIVISION

****************	DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRSORMS	UMENTATION SYSTEM'A	IRBORNE			٦	
BVBTEH BUB-SYBTEH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	#17E	PRI VENDOR NAME OTH VENDOR PART NO		
INSTRUMENTATION-A/B TELENETRY BET AND TRANSDUC H. ERB	FTAR479/PE-104-00-10 IAMSDUC MARNESS-VERNIER TRAMSDUCER TO RF 1	COUNTDOWN	10A 860107 1	ETR-12 -14000	5 Q	***************************************	
FAILURE MODE-OPEN (ELECT). MYESTIGATION REVEALED THE PI	FAILURE WODE-OPEH (ELECT). THE VERNIER THRUST CHAMBER PRESSURE MEASUREHEMT MAS NOT WORKING DUZING TELEMETRY TEST. Myestigation revealed the problem existed in the Harne'ss.	URE MEABUREMENT WAS	NOT MORKING	He to the	. TELEMETAY TEST. 1		
STATEM EFFECT-IMPROPER ANA	IOPER ANALOG BIGNALB. LOSS OF VERNIEN THRUST CHAMBER PRESSURE DATA.	AT CHANGER PRESSURE	DATA.				
VEHICLE EFFECT-COUNTDOWN DI CORRECTIVE ACTION-REPAIRED TED. A MEN HARMESS WAS INST	VEHICLE EFFECT-COUNTDOWN DELAYED. 3 HOUR AND 8 MINUTE HOLD. Corrective action-repaired a broken transducer wire but problem persisted. Replaced Rf j package but problem persis Fo. a new marks, mas imstalled from the transducer to by a union satisfactorily resolved the problem.	BLEM PERSISTED. REP WHICH BATISFACTORI	LACED RF 1 F LY RESOLVED	ACKAGE THE PR	BUT PROBLEM PERSIB- BLEM.		
	FTAR330/PR-103-00-10 TLM CANISTER	FRF	371210	18/ETR	VE&	1711111	
FAILURE MODE-OUT OF TOLERAL NCEO INTERFERENCE FLOM VIGRA BALVELY MOLSY AND CALIBRATIO	OF TOLERANCE, DISPLACEMENT AND RATE GYRO BIGNALS MONITORED ON RF NO 1, CHANNELS ID From Vigration Heasurements monitored on Channel E, Rf no 3 Failed, Channels is of Calispation beevents on Channel io of NF no 2 Were bissing.	SIGNALS MONITORED OM RF NO 3, CHANNELS 1D AND 11, EXPERIE CHANNEL E, RF NO 3 FAILED, CHANNELS 13 OF RFNO 3 WAS EXCE NO 2 MERE MISSING.	RF NO 1. CHANGALLED, CHANG	4518 13 4518 13	10 AND 11. EXPERIE OF MFNO 3 WAS EXCE		
SYSTEM EFFECT-IN-ROPER AMALOG SIGNALS.	LOG BIGHALB.						
VEHICLE EFFECT-MOME.							
CORRECTIVE ACTION-UIKNOWN.							
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSOUC PY	F142339/PE-103-10-10 POMCR BUFFLICE	747	30A 871810	18/618	W ON		
FAILURE HODE-OUT OF TOLERANC AMD VARYING THROUGHOUT TEBT.	FAILURE MODE-OUT OF TOLERANCE, TRANSDUCER POMER SUPPLIES AFFECTING CHANNELS 18: 13: AND A OM RF MO. S WERE VERY LOM AND VARTIMG THROUGHOUT TEST.	PECTING CHANNELS 18	. 13. AMD A	*	O. S WERE VERY LOA		
STRIEN EFFECT-IMPROPER ANALOG SIGNALS.	LOG SIGNALS.						
VEHICLE EFFECT-HOME.							
CORRECTIVE ACTION-UNKHOWN.							
INSTRUMENTATION-A/B F TELEMETAY BET AND TRAMBBUC T	FTARB16/FE-108-00-10 TLW CAM187ER	È	10A 371187	18/ETR	W.C.		
FAILURE MODE-UNT OF TOLERA	FAILURE MODE-UNT OF TOLERANCE. THE CALIBRATE SEGNENTS OM CHANNEL 10: NF MO 2: WERE LOST AND RF MO 3 FAILED COMPLETE	ANNEL 10: RF NO B:	WERE LOST A	2	D & FAILED COMPLETE	T	
	e de la composition				PACE 0318	_1	

18 JUN 1868

	DIFFICULTIES REVIEW-INSTRUMENTATION STRIEM-AIRBORNE	RAUMENTATION SYSTEM'A	IRBORNE				1
BVBTEN BUB-BVBTEN	TEST/REPORT NUMBER FAILED COMPONENT MANK	DIF DATA BOUNCE PART NUN 1ER	VEHICLE DATE DIF	BITE PRI TIME DIP OTH		VENDOR NAME VENDOR PART NO	
LT AT ENGINE BHUTDOWN.		*					*****
SYSTEM EFFECT-IMPROPER ANALOG SIGNALS.	ALOS BISHALB.						
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-UNKHOWN.	•						1
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC C	FTAREAS/PE-ICO-01-10 COMMUTATOR-NF1 CHANNEL 18	COMPOSITE-S FACT	10A 871114	88 17	\$ Q		• •
FAILURE MODE-OUT OF TOLERA	TOLERANCE, RF1 CHANNEL 12 EXHIBITED MOISY CHARACTERISTICS, APPARENT CAUSE MAS THE COMMUTATOR.	NEY CHARACTERISTICS.	APPARENT	CAUBE WAS	Ŧ	COMMUTATOR.	
SYSTEM EFFECT-IMPROPER ANALOG SIGNALS.	ALOG BIGHALB.						
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-COMMUTATOR MAS REPLACED.	TOR MAS REPLACED.						
IMSTRUMENTATION-A/B YELEMETHY BET AND TRANSDUC B CRB	FFAZZGEZ/ZE-1CO-D1-1D BAIDGE CIRCUIT	COMPOSITE-8 FACT	10A 871114	#	Y C		• 101•
FAILURE MODE-FAIL DURING C	OPERATION, RE'S CHAMMEL 1G EXMIBITED NO COMMUTATION CHARACTERIBTICS DUE TO FAULTY TEMPERATU	ED NO COMMUTATION CH	ARACTERIBT	ICB DUE 1	0 7.1	M.TY TEMPERATU	
SYSTEM EFFECT-IMPROFER AND	BYSTEN EFFECT-IMPROPER ANALOG SIGNALD, DATA FROM RF3 CHAMMEL 1D WAS NOT OBTAINED DUE TO LOSS OF	IEL 10 WAS NOT OBTAIN	ED DUE TO	1088 OF C	OMBU.	COMMUTATION.	
VEHICLE EFFECT-MONE.							
CORRECTIVE ACTION-RFB CHANNEL	NNEL 10 TEMPERATURE BRIDGE CIRCUIT REPAIRED.	T REPAINED.					
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC T ERS	FFA2262/P2-1CO-01-10 FRAMBMITTER-RPB CHANNEL A.	COMPOSITE-B FACT	10A 371114	2	1 0		***
PAILURE MODE-OUT OF TOLFRA C AND CALIBRATE PULSES.	TOLFRANCE. BFB CHAMMEL A MAS SUFFICIENTLY OFF CENTER FRESUENCY TO CAUSE CROSS MODULATIOM ON SYM S.	ITLY OFF CENTER FRESU	ENCY TO CA	USE CROSS	90	AATION ON BYN	
STRIEM EFFECT-INPROFER ANALOG BIGNALS	ILOG BIGHALS.						
VEHICLE EFFECT-WONE,							
CORRECTIVE ACTION-RETUNED SUSCARRIER.	\$U\$CARBIER.						
	·						
Antonia de desta de contra de contra de la contra del la contra del la contra del la contra de la contra del la contra de la contra						1167 734	7

BIFFICU.TILE REVIEW-INSTRUMENTATION SYSTEM AIRBORME

		Charles of the Contract of the			_		THE PERSON NAMED IN COLUMN
STSTEM SUG-STSTEM	TESTASSORT NUMBER PALED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE TIME DIP	= E	VENDOR NAME VENDOR PART NO	
INSTRUCTATION-A/B TELEMETAT SET AND TRANSOUC ERS	EN-667/1-A: 111. D6-02	CAPTIVE	£A 870087	۲.	22		***************************************
FAILURE MODE-FAIL DURING	DURING OPERATION. THE THREE R.F. SYSTEMS MERE NOISY DUE TO PICK-UP HISH GE EGUIPHENT TURNED OM.	KRE NOIST DUE TO P	SIM MIST	ter reu	PHENT	TURNED ON.	
STREE EFFECT-ERATIC OPERATION.	RATICM.						
VEHICLE EFFECT-HOME.							
CORRECTIVE ACTION-UNKNOWN.	·						
INSTRUMENTATION-A/B TELEMETRY SET AND TRANSDUC ERS	EM-514/111-D7-U3 TELEMETRY YRANS/17TER	CAPTIVE.	8.4 8.706.8	ī	# CH		0 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
FAILURE MODE-OUT OF SPECI	OF SPECIFICATION OR TOLIZANCE. THE SUALITY OF DATA MAS POOR. SOME DATA WERE LOST DUE TO FAILURE AN	OF DATA MAB POOR.	SCHE DATA	ERE LOS	T DUK	O FAILURE AN	
SYSTEM EFFECT-ERRATIC OFFRATION.	ERATIOM.				ė		
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-UNKNOWN	•						1
IMBTRUMENTATIOM-A/B TELEMETHY BET AND TRAMBOUC ERB	ZC-7-084-44/F4-08-00-04 Transhitter-Rf 140. B	COUNTDOMM	370607	1	4 C		6 19 10 4
FAILURE MODE-FAIL DURING	DURING OPERATION, DIFFICULTY WAS EXPERIENCED AT T-260 MINUTES WITH THE MO.2 TELEMETER.	ED AT T-260 MINUTE	S WITH THE	HO.E TEL	ENETER		
SYSTEM EFFECT-UNANOMS.							
YEHICLE EFFECT-COUNTDOWN	VEHICLE EFFECT-COUNTDOWN ABONTED AND RESCHEDULED. COUNTDOWN HAB ABONTED AT T-ESO MINUTES AND RESCHEDULED.	WAS ABORTED AT T-E	SO MINUTES	AND RESC	HEDULEI	ċ	
CORRECTIVE ACTION-UNKNOWN.	-						
IMBTRUMCNTATION-A/B TELEMETAY BET AND TPAMEDUC ERB	FTA1781/F6-108-50-06	# ## ## ## ## ## ## ## ## ## ## ## ## #	**************************************	147ETR	2 9		
FAILURE MODE-OUT OF TOLER	FAILURE MODE-OUT OF TOLERANCE. THE 100 PGT CALIBRATE PULBE OM CHANNEL 13: RF NO.1: WIS OUT OF BAND.	M CHANNEL SS, RF M	0.11 W.B O	13 OF BA1	ġ		
STRIEM EFFECT-IMPROPER AN	IOPER ANALOG BISNALS.						
						FAGE 0580	
Control to the second s							

**** NOT #1

•	CITALICATION MENTEL TRANSCRIPTION OF STRINGSTRATED OF STR	MENTATION STRIKETA	A SECTION AND AND AND AND AND AND AND AND AND AN			
DVBTEM TE BUG-8787EM FAIL	TEAT/REPORT HUNBER	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF TI	SITE PI	PRI VENDOR NAME OTH VENDOR PART NO	-
VEHICLE EFFECT-WOME.						• * * * * * * * * * * * * * * * * * * *
CORRECTIVE ACTION-UNKNOWN.						
INSTRUMENTATION-A/B EN-433/108-D-4 TELEMETRY BET AND TRANSDUC HARMERS-NUT ERS	P-Q-	CAPTIVE	3A 61 870327 27		46.8 80	•
FAILURE WODE-ERRATIC OPERATION. SEVERAL MEASURENENTS BECAME ERRATIC. THE B-HUT ATTACHHENT FOR THE INSTRUMENTATION L INE FROM THERE FUEL INJECTION HAMIFOLD TO THE TRANSDUCER MAS BACKED OFF AT THE ATTACHMENT TO THE MANIFOLD. THIS ALLO WED FUEL TO BE SPRAYED INTO THE ENGINE COMPANTMENT.	ERAL MEASUREMENTS BECAME LD TO THE TRANSDUCER MAS NE COMPARTMENT.	ERRATIC. THE B-NUT BACKED OFF AT THE	ATTACHMENT I	FOR THE O THE NA	INSTRUMENTATION L NIFOLD, THIS ALLO	
SYSTEM EFFECT" INFROPER ANALOS SIGNAL, SEVERAL TRACES SECAME ERRATIC SEFORE THE END OF THE TEST DUE TO WIRING DANAGE	L. BEVERAL TRACES GECAME	ERRATIC BEFORE THE	END OF THE	TEST DUE	TO WIRING DANAGE	
Vehicle effect-fire, a fire was started in the BS engine compattment. Principle damase was to wiring in the BE comp Arthent, a fuel valve control line Burned Through Causing a Decay in fuel flow and an increase in the mixture ratio.	A FIRE WAS STARTED IN THE BE ENGINE COMPARTMENT. PRINCIPLE DANASE WAS TO WIRING IN THE BE COMP CONTROL LINE BURNED THROUGH CAUSING A DECAY IN FUEL FLOW AND AN INCREASE IN THE MIXTURE RATIO.	MEANTHENT. PRINCIPLI DECAY IN FUEL FLOW	E DAMAGE WAS	ASE IN T	HE MINTHE BE COMPHE MINTHE RATIO.	··
CORRECTIVE ACTION-UNKHOUM.						
INSTRUMENTATION-A/B ER-4068-1-107-3 TELEMETRY SET AND TRANSDUC TLM CANISTER ERS	107-1	CAPTIVE	4 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	BYCAHORE YES	**************************************	***************************************
FAILURE MODE-OUT OF TOLERANCE.						
STSTEN EFFECT-ERRATIC OFFRATION. EXTHEME MOISE WAS PRESENT ON ALL SATINS LEVELS OF CHANNEL E. RF3 AND RFS.	THEM NOISE WAS PRESENT O	ON ALL BATING LEVEL	S OF CHAMME	. C. RF1	AND RFE.	
VEHICLE EFFECT-MONE,						
CORRECTIVE ACTION-UNKNOWN.		a. Designation of the second s				
HATRUMENTATION-A/B FTAITSO/PS TELEMETRY BET AND TRANSDUC COMMUTATOR	FTA1F50/P1-5CO-G1-G4 COMMUTATOR	COMPGA', IE-B FACT	870510	14/678	5 Q	# 6 6 6 7 6
FAILURE MODE-OUT OF TOLERANCE. AF 1	OF TOLERANCE, AF 1 CHANNEL E HAD NO COMMUTATION THROUGHOUT TEST.	ATION THROUGHOUT TE	:			
SYSTEM EFFECT-INPROPER ANALOG SIGNAL.	;					
VEHICLE EFFECT-MOME.						
CORRECTIVE ACTION-REPLACE RF 1 CANHISTER.	iibter,					
				:	PACE DEE	

16 JUN 1966

TAILUNE WORK-OUT OF TOLENACE THE SUBCAMETER OACHLATORS FOR CHANGES 10 ARD 11 ON BY E AND CHANNEL 10 ON BY B MER TAILUNE WORK-OUT OF TOLENACE THE SUBCAMETER OACHLATORS FOR CHANGES MER WILL WILL A TO CALIBRATION FULLES MER WILL WILL THOMAS AND ERRATIC. YNTICLE ETT. THOMAS. VOHICLE ETT. THOMAS. COMMODINE THE CACHANTER AND CHAIRS. COMMODINE THE CACHANTER AND CHAIRS. COMMODINE THE CACHANTER AND CHAIRS. THE CHAIRS WERE WILL EST. THOMAS. COMMODINE THE CACHANTER AND THAIRS. ANYTHING WORK-OUT OF TOLENACE. ANYTH AND PRANCE WORK-OUT OF TOLENACE. ANYTH AND THANDOUT WORK-OFFER WITCH THE WORK-OFF THE BRUND BY THE MOTOR. ANYTH AND THANDOUT WORK-OFFER THE WORK-OFF THE WORK-OFF THE MOTOR. ANYTH AND THANDOUT WORK-OFFER THE WORK-OFF THE WOTOR. ANYTH AND THANDOUT WORK-OFF THE WORK-OFF	STSTEM SUG-SYSTEM	TEST/REFORT MUMBER FAILED COMPONENT NAME	PART NUMBER	VEHICLE DATE DIF	BITE PRI		VENDOR HAME VENDOR PART NO	
PREATURE WOEC-OUT OF TOLERANCE. THE SUBCARRIER OSCILLATORS FOR CANHELS 10 AND 11 ON SF 2 AND CANHEL 10 ON SF 3 WER PSEATUR OUTSIDE THE FREQUENCY DAND LIMITS. ALSO CALIBRATION PULSES WERE MOIS AND ERRATIC. PHILURE WOCCTIVE ACTOM-THEORY. PROMERTICO-LAND PROMER	TRUMENTATION-AZ	FTAITED/P4-1CO-01-04 UC BUSCARRIER OSCILLATOR	COMPOSITE-B PACT	0810	14/678	3 9		N
THURE WOLE-OUT OF TOLERANCE CANATERS. FINEERIZION-AD FINEERI	FAILURE NODE-OUT OF TON	LERANCE. THE SUBCARRIER OSCILLATOR: FRESUENCY DAND LIMITS. ALSO CALISI	FOR CHANNELS 10 AND STION FULDES WERE HOS	11 ON RF E BY AND ERR	AND CHA	HMEL S	S ON RF S WER	
TRUCKE ETT. T. FUONE. TRUCKENTATION-AAD ED-384/104-1 TRUCKENTATION-AAD ED-384/104-1 TRUCKENTATION-AAD ED-384/104-1 TRUCKENTATION-AAD ED-384/104-1 TRUCKENTATION-AAD ED-384/104-1 TRUCKENTATION-AAD ED-384/104-1 TRUCKENTATION-BECKENTS BARELY DISTINGUISMABLE, CHAMMELB 10.131.13, A. C AND E. HICH WOISE ON SYM PUABE COMMUNICATION BECKENTS BARELY DISTINGUISMABLE, CHAMMELB A. C AND E WERE OUT OF BAND AND EXHIBITED INTERMODULATION. CHICLE EFFECT-MONE. SPECTIVE ACTION-BUNCHOMN TRUCKENTATION-A/B BA-58-24-3330F TRUCKENTATI	SYSTEM EFFECT-INPROPER	ANALOS BIGNALS. DECOMMUTATION NOT	POSSIBLE.		•			
THUMENIATION-AAD THANKINTON-AAD THAN	VEHICLE EFFLET-NONE.							
THUME WOLE-OUT OF TOLERANE. STEEN FREETH AND TRANAL C TRANAUITER STEEN FOR THE MOLECANE. STEEN FOR THE MOLECAN STANDOLATION. STEE	CORRECTIVE AC : ON-REPLY	ACED CANISTERS.						
AND RECTIVE ACTION-WO CORRECTIVE AND EVABLES AS CHANNELS SOLISIES AS CAND E. HIGH HOLSE CHISTNER PULBE COMMUNICATION CHISTNERS SECRETS BARELY DISTINGUISHABLE, CHANNELS AS CHANNELS SOLISIES AS CAND E. HIGH HOLSE CHISTNER HOLSE COMMUNICATION CHISTNERS SECRETS BARELY DISTINGUISHABLE, CHANNELS AS COMMUNICATION CHISTNERS SECRETS AS CANDELS SANDER CHANNECOVER BALTCH FARETT SET AND TRANSDUC POWER CHANNECOVER BALTCH THOUGHTAILON-A/B SANGCTIVE ACTION-WAS TAKEN BUT THE VENDOR STATED THAT A SRUBH CHANNEE WAS INITIATED IN 1939 AN ALL UNITS MANUFACTURED SINCE THEN HAVE SRUBICS WITH HIGHER SILVER CONTENT. THOUGHT SET AND TRANSDUC TO OPERATE AT PRESCRIBED THE, MEASUREMENT DISK (88C NO. 1 DESTRUCT) DID NOT DEFLECT AND 40-CYCLE FOR STATES AND TRANSDUCT ILM CANISTER FOR STATES AND THE ACCESSORY PACKASE. FOR STATES SET AND THE ACCESSORY PACKASE.	FRUCENTATION-A/B	y	CAPTIVE		ī	1 9		***
STREET FEET-ERRATIC OPERATION. NOISE WAD PRESENT ON RF 3, CHANNELS IDISTINS. A, C AND E, HIGH MOISE ON STAFF PLASE COMMUTATOR SECRENTS BARELY DISTINGUISHABLE, CHANNELS A, C AND E WERE OUT OF BAND AND EXHIBITED INTERMODULATION. CHICLE EFFECT-NOME. CHICLE EFFECT-NOME. CHICLE EFFECT-NOME. CHICLE EFFECT-NOME. CHANNELS AND E WERE OUT OF BAND AND EXHIBITED INTERMODULATION. TRUMENTATION-A/B SP-99-24-3330F FAR CHICLE EFFECT-NOME. TRUMENTATION-A/B SP-99-24-3330F THE MANDUCT LA CANISTER NO THE MOTOR. THE BRUSHS OF THE MOTOR. THE MOTOR. THE BRUSHS OF THE MOTOR. THE BRUSHS OF THE MOTOR. THE MOTOR. THE BRUSHS OF THE MOTOR. THE MO		LERANCE.						
CHICLE EFFECT-WOME. SARECTIVE ACTION-UNKNOWN TRUMENTATION-A/B BP-80-24-3330F FAR 144D FACTORY YES KINETICS TRUMENTATION-A/B BP-80-24-3330F TRUMENTATION-A/B BP-80-24-3330F ALLUNE WODE-UNIT CPERATED EMBATICALLY. FAILURE ANALYSIS REVEALED A HARD SPOT ON ONE OF THE BRUSHS OF THE WOTOR. ALL UNITS MANUFACTURED SINCE THEN HAVE SRUBHES WITH HIGHER SILVER CONTENT. TRUMENTATION-A/B TA-7-444/FC-5CO-03-04 CHARTAT SET AND TRANSDUC TLM CANISTER FAR WODE-FAIL TO OPERATE AT PRESCRIBED TIME, MEASUREMENT DISK (ASC NO. 1 DESTRUCT) DID NOT DEFLECT AND 40-CYCLE FOR IS WE MOISE WAS EVIDENT. CAUSE IS UNKNOWN, BUT THE PROBLEM WAS ISOLATED TO THE ACCESSORY PACKAGE. FATHER EFFECT-INFROMER WAS NOISE WAS NOISY.	STRIEM EFFECT-ERRATIC (OFERATION, NOISE MAD PRESENT ON RF ARELY DISTINGUISHABLE, CHANKELS A:	S. CHANNELS 10:11:13: C AND E WERE OUT OF 8	A C AND I	E, HIGH H?B17ED	HOLBE .	ON STHC PULBE	·····
TRUMENTATION-A/B TRUMENTATION-A/B THAN TRANSDUC FOMER CHANGEOVER BANTCH T-D17ES-3 THOMENTATION-A/B THOMENTATION A/B THOMENTATION A/B THOMENTATION A/B THOMENTATION A/B THOMENTATION A/B	VEHICLE EFFECT-NONE.							
FRUMENTATION-A/B SP-99-24-3330F FAR 1-017EB-3 63 NO FACTORY VEB RINETICS ENCINE MODE-UNIT CPERATED ERRATICALLY, PAILURE ANALYMIS REVEALED A HARD SPOT ON ONE OF THE BRUSHS OF THE MOTOR. ALL UNITS MANUFACTUMED SINCE THEM HAVE SRUSHES WITH HIGHER SILVER CONTENT. FRUMENTATION-A/B ZP-7-648/FC-8CO-01-04 COMPOSITE-FACTORY 4C WE BENDIX FRUMENTATION-A/B ZP-7-648/FC-8CO-01-04 COMPOSITE-FACTORY 4C WE BENDIX SILUEE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, MEASUREMENT DIRK (RSC NO. 1 DESTRUCT) DID NOT DEFLECT AND 40-CYCLE FOUR SPECT-IMPROPER ANALOG BISHALS. MEASUREMENT DIR NOT INDICATE ACCESSORY PACKASE.	CORRECTIVE ACTION-UNKK	NAN-						
ALLURE MODE-UMIT ALL UMITS MANUFAC REUMENTATION-A/B CHETRY SET AND TR LILURE MODE-FAIL FOLT, ISM MOISE STEM EFFECT-IMPR	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDA	SP-80-24-3330F UC POMER CHANGEOVER SMITCH	FAR 7-03788-3		FACTORY		1NETICS -377-4	••440
SAECTIVE ACTION- ALL UNITS MANUFAC FRUMENTATION-A/B SHETRY SET AND TR SILURE MODE-FAIL P PCT. IBM MOISE STEM EFFECT-IMPR	_	ATEO ERRATICALLY, PAILURE AMALYRIS	REVEALED A HARD SPOT	ON ONE OF	#0 # # H	8 #	THE MOTOR.	
TRUMENTATION-A/B SHETRY BET AND TR SILURE MODE-FAIL FOT. IBM MOIBE FATEM EFFECT-IMPR	CORRECTIVE ACTION-MO CO D ALL UNITS MANUFACTURES	ORRECTIVE ACTION WAS TAKEN BUT THE D SINCE THEN HAVE BRUSHIES WITH HIGH	VENDOR STATED THAT A.	BRUSH CHAN	SE WAB I	MITIAT	ED IN 1938 AM	
	FRUMENTATION-A/E	ZH-Y-646/FC-SCO-DS-D4 UC TLM CANIBIER	COMPOSITE-PACTORY	÷			X 1 GH2	,
		PERATE AT PRESCRIBED TIME, MEASUREI Evident, Cause is umrmoun, but the	PENT DIRK (REC NO. 1 C PROBLEM WAS ISOLATED	ESTRUCT) D TO THE ACC	ID NOT D	EFLECT	AND 40-CYCLE	
		ANALOG BIGNALS. MEASUREMENT DID M	IT INDICATE ACTUATION	AND WAS NO				

PAGE 0528

3981 MAF 81

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

		0 7 0 0 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			4 4 6	
	•	l				
VENDOR NAME VENDOR PART NO	•		CAUSE NOT RNOW		TES	STUDY THE TRA
9 9 2 2	ė	, g	XACT		TRANCO ON THE STATE ON THE STATE ON THE STATE ON THE STATE OF THE STAT	•
SITE TINE DIF	19 REGULE	:			NTR-8-1 THE ADP THE ADP THE PE OF THE PE BDUE TO U. COOK-ANGLE ON OF AL	SAN OLES
VEHICLE DATE DIF	TESTING W	Q# *	EMETRY CHI		A COUNTOON THE BE IN COUNTOON THE BE IN THE BE IN THE BE IN THE BE FORT IN FRARATION FRARATION EXCEPTI	A PLANT,
DIF DATA BOURCE PART MUMBER	AND COMPOSITE RET	COMPOSITE-3 FACT 800411	D ON BEVERAL TELS 5 CIRCUITS.	CTURE GROUND.	LEN OR A LOOSE COAD OSSIBLE PROBLEH COAD FELSEN OR A LOSS BETWEED DATA LOSS FOR THE F DATA LOSS FOR THE F LIGHT RT-12507 TO ESS.13 SECONDS TO ESS.14 THE	DA THE REARNY MEI
•	. BY B T EM	0 0	WERE NOTE HAL GROUN	OF A STRU	HG PROBLE EVEL. POS LE EVEL. POS LE EVEL. POS LE CAUSED DA CAUSED DA CAUSED DA CAUSED DA CAUSED LA CAUSED	er ver
TEST/REPORT NUMBER FAILED COMPONENT NAME	VEHICLE EFFECT-COMPOSITE RESCHEDULED. Compective action-the accessory canister was replaced. Bystem and composite retesting was resulmed.	LW8D-448982-8/P4-4CO-D8-48	FAILUME MODE-ERRATIC OPERATION, SHETTS IN DATA LEVEL WERE NOTED ON SEVERAL TELEMETRY CHAMMELS. EXACT CAUSE NOT RNOW I BUT ATTRIBUTED TO INVERFERENCE LEVELS PRESENT ON STAND. GROUND CIRCUITS. SYSTEM EFFECT-IMPROPER ANALOG SIGNALS. VEHICLE EFFECT-NOME.	CORRECTIVE ACTION-FLUCTUATIONS HINIMIZED BY ADDITION OF A STRUCTURE GROUND.	HATRAMENIATION-A/B GOC/BR68-061/81-401-46-483 FLIGHT 132D UTR-8-1 YES HATRAMENIATION-A/B GOC/BR68-061/81-401-40-483 FLIGHT 132D UTR-8-1 YES HATCHMA AND COUPLER RIME COUPLER CAN CABLE FAILURE HOOSE-ERRATIC OPERATION, POSSIBLE ADP RF CABLING PROBLEM ON A LODSE COAX CABLE TO THE RIME COUPLER CAUSED AD Y HOO IV SIGNAL STRENGTH TO DOOP DELOW DATA RECOVERY LEYEL, POSSIBLE PROBLEM COUNDONN AND PLUS BE BECONDS AND A FIRST HOUSE PLUS 122 ECCONDS AND THE REPORTED TO THE FLIGHT. YCHICLE EFFECT-OFFRATION TOO LON. SIGNAL STRENGTH CAUSED DATA LOSS FOR THE REMAINDER OF THE FLIGHT. YCHICLE EFFECT-HOME TOO LON. SIGNAL STRENGTH TOO LON TO RECORD DATA LOSS FOR THE REMAINDER OF THE FLIGHT. YCHICLE EFFECT-HOME TOO LON. SIGNAL STRENGTH TOO LON THE BROAD STALLS FOR THE RELIEM POINT IN COUNTDOWN SUCH THAT CORRECTIVE ACTION COULD BE TAKEN IF PROSLEMS SHOULD OCCUR. YCHICLE EFFECT-HOME TO TOLERANCE, DROPOUT OF OF DATA IN THE VICINITY OF PAYLOAD SFPARATION DUE TO LOOK ANGLE WHICH OCC TIVE ACTION COULD BE TAKEN HEY VEHICLE REACHES AN ATTITIONAL MAN AND COUNTER AND COUNTS AT THE MITCHAR AND COUNTS AT THE MUTCH AND STALL SIN THE VATICE REACHES AN ATTITIONAL SAND SFPARATION OF A B-S SECOND BY THE WIRE TRACECT-HOME. CLOSELY APPROXIMATED BY THE MUTCH REFECT-HOME. THE RECOPERION OF A B-S SECOND BY THE BACKNUM BY THE BACKNUM BY THE BACKNUM BY THE BACKNUM STATE WITH THE EXCEPTION OF A B-S SECOND BY THE WIRE THE VEHICLE EFFECT-HOME, HOWEVER SINCE THE DROP-OUT OCCURS THEN.) TRACK AUD RECOMD DATA FOR PALC FLIGHTS FROM THE REARNY MESA PLANT, SAM DIEGO, 2) STUDY THE TRA
SYSTEM BUS-SYSTEM	VEHICLE EFFECT-COMPOSITE RESCHEDULED. CORRECTIVE ACTION-THE ACCESSORY CANIS	INSTRUMENTATION-A/B TELEMETRY BET AND TRANSDUC	FALLURE MODE-ERRATIC OPERATION. BHIFT M BUT ATTRIBUTED TO INTERFERENCE LEVEL SYSTEM EFFECT-IMPROPER ANALOG SIGNALS VEHICLE EFFECT-NOME.	CORRECTIVE ACTION-FLUCTU	ANTENNA AND COUPLER RING COC/BRR ANTENNA AND COUPLER RING CO FAILURE MODE-ERRATIC OPERATION, P MOD 1V BIGHAL STRENGTH TO DROP ING WHICH MOULD PLACE PROBLEM RES 375FEM EFFECT-NOME, CORRECTIVE ACTION-SPECIAL CHECKS CTIVE ACTION COLLO BE TAKEN IF PR LUS TRE ACTION-SPECIAL CHECKS CTIVE ACTION-OULD BE TAKEN IF PR LUS ANTENNA AND COUPLER ANTENNA FAILURE MODE-OUT OF TOLERANCE, D URB AT THIS TIME WHEN THE VEHICLE FES ONE OF THE MULLS IN THE PATTE BYSIEM EFFECT-REMATIC OPERATION, SON, DATA HOWEVER WAS RECOVEREU D BETWEEN EST.Z AND 287.5. VEHICLE EFFECT-WOME, HOWEVER SIN F THE EVALUATION OF SEPARATION IF	CORRECTIVE ACTION-1) TRAC

18 JUN 1846

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE

	TEST/ARPORT NUMBER	DIF DATA BOURCE	VEHICLE DATE SIF	TIME DIF	PRI VENDOR NAME OTH VENDOR PART NO	
1 2						***
1	BOCSOFE.S ANTENNA	C19-PR1 R7-125G1-8	641208	2/09	YES 60/C NO 87-12507-5	156100
FAILURE MODE-OUT OF TO RED. INVESTIGATION REVE ANNOT BE DETERMINED.	F TOLERANCE, DURING EXAMINATION OF THE ANTENNA ASSENSLY, A DIMENSIONAL OUT-OF-TOLERANCE WAS MEASU Revealed that this particular dimension is a function of the pod comfour and an exact dimensions :	ANTENNA ASSEMBLY, A D 18 A FUNCTION OF THE	INENBIONAL POD CONTO	. ООТ-ОГ-ТС ИЖ АНО АН	A DINEMBIONAL OUT-OF-TOLERANCE WAS MEASU THE POD CONTOUR AND AN EXACT DIMEMBICS &	
CORRECTIVE ACTION-THE	CORRECTIVE ACTION-THE SPEC CONTROL DRAWING WAS REVISED TO ALLOW FOR THIS PROSLEM.	ALLOW FOR THIS PROBL	£#.			
INSTRUMENTATION"A/B ANTENNA AND COUPLER	BLY-AD-24-4908-F ANTENNA ABBENGLY-WIRING	FAR 87-12807-951	7109	FACTORY	YES CREATIVE ENGIN	*****
FAILURE MODE-OUT OF TO LDER CONNECTIONS, AND A	F TOLERANCE. THE TELEMETRY VSWR WAS OUT OF TOLERANCE. THIS WAS DUE TO PROSE MISALIGNHENT, POOR SO ND A CRACK IN THE CONNECTOR SHELL.	OF TOLERANCE. THIS !	AAB DUE 10	PROBE HIB	ALIGNHENT, POOR BO	
CORRECTIVE ACTION-ALL	ALL ABSEMBLIES IN STOCK RETURNED FOR RETEST.	1681.				
INSTRUMENTATION-A/B ANTENNA AND COUPLER	60A/BKF84-G4E/L4-701-UG-710E RING COUPLEA CONNECTOR	ГСІСНТ	7102 640923	MTR-8-4 32	7E3	866633
FAILURE MODE-FAIL DURI	DURING OPERATION. POSBIBLY CONNECTOR PROBE IN RING COUPLER LOOSENED UNDER VIBRATIONAL STIMULUS	OBE IN RING COUPLER	LOOSENED U	OER VIBRA	TIONAL STINULUS.	
SYSTEM EFFECT-ERRATIC MATELY 12 DB PEAK-TO-PE	SYSTEM EFFECT-ERRATIC CPERATION. LOOSEMING OF COMMECTON PROBE CAUSED NF NO. ATELY IR DB PEAK-TO-PEAK).	ROBE CAUSED RF MO. S	SICHAL ST	RENGTH FLU	S SIGNAL STRENGTH FLUCTUATIONS (APPROXI	
VEHICLE EFFECT-NOME, DATA (ASC) USES FING COUPLES OF SAME PROBLEMS AS THE TELEN	VEHICLE EFFECT-NOME, DATA RETRIEVAL VIA RF ND, 1 NOT AFFECTED. IT SHOULD BE NOTED THAT RANGE SAFETY COMMAND SYSTEM ASC) USES BING COUPLE, OF IDENTICAL DESIGN, EXCEPT THAT RSC UNIT IS SMALLER. THEREFORE, THE RSC UNIT COULD HAVE THE SAME PROBLEMS AS THE TELEMETRY SYSTEM RING COUPLER.	CTED, IT SMOULD BE WISC UNIT IS SMALLER.	OTED THAT I	RANGE BAFE The RBC U	TY COULD HAVE THE	
CORRECTIVE ACTION-AS A VENENT OF RING COUPLER PROSE WITHIN RING COUPL D TO SC AND INSPECTION.	CORRECTIVE ACTION-AS A RESULT OF RING COUPLER PROSLENS DURING STRESS LIMIT TESTING OF UTP, RESUEST FOR DESIGN INPRO- Vement of Ring Coupler was sugmitted to customer. The design improvement will lessen possibility of loose connector Prose within Ring Coupler, request was not approved, closer adherence to connector installation braning re-Emphasize D to sc and inspection,	ARING STRESS LIMIT TE CON IMPROVEMENT WILL IR ADMERENCE TO COMME	STING OF ULESSEN POSCTOR INSTAL	TP. REGUES SIBILITY O LLATION OR	T FOR DESIGN IMPRO F LOOSE CONNECTOR ANIME RE-EMPHASIZE	
INSTRUMENTATION-A/B ANTENNA AND COUPLER	FTA6471/P3-4CO-02-216 Anterma	COMPOSITÉ-B FACT	2160 640702	£78-13	22	
FAILURE MODE-ERRATIC O JENAL INTERFERINCE MAS	IC OPERATIOM. VARIATIONS IN TELEMETRY SIGNAL STRENGTH WERE OBSERVED AT HANGAR J GROUND STATIOM. Was being caused by Bervice Tomer deck configuration.	SIGNAL STRENGTH WERE CONFIGURATION.	OBSERVED A	T HANGAR A	GROUND STATION. B	
			,		PACE DERA	

**** *** **

DIFFICULTIES REVIEW-INSTRUKINTATION SYSTEM AIRBORNE

######################################	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	9 0 1 M	VENDOR HANE VENDOR PART NO	PART	Q	
STATEM EFFECT-ERRATIC OF J GROUND STATICH VARIED RENGTH. SIMILAR OCCUPAENC	BTSTEM EFFECT-ERRATIC OPERATION, BIENAL BTREMFTH LEVELS PRIOR TO AND THROUGHOUT THE TEST, AS CSSERVED AT THE HAMMAR J GROUND STATICH VARIED FROM B.S. R. MICROVOLTS TO NOISE, DATA WAS LOST BURING THE PERIODS OF EXTREMELY LOW SIGNAL ST RENGTH. SIMILAR OCCUPAENCES WERE NOTED OH TEST PS-460-03-218.A J PACT.	RIOR TO AND THROUGHOU ATA WAS LOST BURING TO	T THE TEST	A A CSS.	ERVED	AT THE LOW BI	HANG	**	±
VEHICLE EFFECT-NOME. CORRECTIVE ACTION-FOR MA TLM ANTEHNA WERE STORED I	VENICLE EFFECT-WOME. CORRECTIVE ACTION-FOR MAJOR TESTS PERFORMED WITH TOWER AROUND THE VEHICLE, THE BERVICE TOWER DECKS IN PROXIMITY TO LM ANTENNA WERE STORED IM RETRACTED POSITION.	OUND THE VEHICLE, THE	BERVICE 1	OWER DEC	5 1	PROKIN	11 T		
INSTRUMENTATION-A/B ANTENNA AND COUPLER	69AE144.1 RING COUPLER CIRCUIT BOARD	UTF-\$LT 60-11210-5	640326	4D/C	¥ Q	YES 60/C		101111	ž
FAILURE MODE-OPEN (ELECT MS DURING X-AXIS BLY RAND REES F, ALITTUGE IMM H6), MAS CRACKED.	N (ELECT). THE OUTPUT OF JE WAS LOW AND YSKR AT JE WAS OUT OF TOLERANCE INDICATING INTERMITTENT OPE BLT RANDOM/EINE VISRATION-TEHPERATURE-ALTITUDE TEST. (SLT LEVEL VISRATION, TEMPERATURE MINUS AD DEG INM HG). EXAMINATION REVEALED THAT THE SOLDER JOINT BETHEEN THE CIRCUIT SOARD RIBBON AND THE EVELET	SKR AT JI WAS OUT OF ' LIVOE TEST, (SLT LEVE) LDER JOINT BETIMEN THE	TOLERANCE L VIBRATIC E CIRCUIT	INDICATI N. TEMPEI BOARD RI	M6 1N MATUR BBON	TERMITT E HINUS AND THE	ENT 04 0 05	- e e	
CORRECTIVE ACTION-MONE, UNIFIED TEST PLAN. THIS F MENTS. REF. FRR 298.	CORRECTIVE ACTION-MONE, THE UNIT 18 A GUALIFIED PART HAVING SUCCESSFULLY COMPLETED THE PAT/PRT REGUIREMENTS OF THE UNIFIED TEST FLAM. THIS FAILURE OCCURRED DURING BLT, THE LEVELS OF MAICH ARE BEYOND THE DESIGN SPECIFICATION REGUIRM MENTS. REF. FRR 296.	WG SUCCESSFULLY COMPLI EVELS OF WHICH ARE BE'	ETED THE P	PAT/PRT REQUIREMENTS OF THE Design specification require	ECIFI	EHENTS	OF THE	¥	
INSTRUMENTATION-A/B ANTENNA AND COUPLER	V942144.1 RIMG COUPLER	UTP-PAT 69-11210-5	640318	3/09	1 O	NO 50/C		40EEK7	5
FAILURE NODE-OUT OF TOLE TO ASSEMBLE THE COVER TO	OF TOLERANCE. DURING EXAMIMATION OF THE PRODUCT THE DIMENSIONS FOR THE SCREW MOLES WHICH ARE USED.	PREDUCT THE DIMENBICAL	FOR THE	SCREW HG	¥	HICH AR	3		
CORRECTIVE ACTION-MOME. II. FURTHERMORE, THERE IS R THE SCREMS, WASHERS, AN	CORRECTIVE ACTION-MONE, THEBE DINENSIONAL OUT OF TOLERANCES ARE MINOR AND HAVE NO EFFECT ON THE OPERATION OF THE UN I, Furthermore, There is doubt that these measurenests can de read accurately since these measurements are made ove The screws, washers, and lockwire, ref. Far 352.	ES ARE WINCH AND HAVE N DE READ ACCURATELT	NO EFFECT BINCE THES	ON THE	OPERA EMENT	TICH OF	THE !	z u	
INSTRUMENTATION-A/B ANTENNA AND COUPLER	69AZIA4.1 RING COUPLER CIRCUIT BOARD	C14-121 60-1118-0-6	905078	5705	£ 5	YES 60/C			
FALLURE WODE-OFFM (ELECT DURING THE E-AXIA RANGOM EES F. ALTITUDE 1 MM NS). MAS CRACKED.	M (ELECT), THE OUTPUT FONCE DROPPED AND THE REFLECTED POWER INCREASED INDICATING INTERHITTENT OPENS 8 RANDOMISINE VISRATION- TEMPERATURE-ALTITUDE TEST, IPRT LEVEL VISRATION: TEMPERATURE MINUS 23 DEGR MM NG), EXAMINATION REVEALED THAT THE SOLDER JOINT BETWEEN THE CIRCUIT BOARD RIBGOM AND THE EVELET	HE REFLECTED POWER LA: TUDE TEST. FRI LEVEL. LDER JOINT BETWEEN THI	CREASED IN VIBRATION L CIRCUIT	DICATING TEMPER BOARD RI	ATURE	AKITTEN BINGS AND THE	EVELL	# 4 F	
 CORRECTIVE ACTION-FCP PR	CORRECTIVE ACTION-ECP VYZS CREATED THE DASH-S CONFIGURATION UNICH CHANGED THE EVELET TO ONE THAT AS SUASED TO SD DE	DN WHICH CHANGED THE I	EVELET TO	OME THAT	*	WASED T	9	<u> </u>	
	malijale de de primer de						\$850 35Y4	T <u>.</u>	

**** NOT #1

COLVAIN DIVISION

DITFICULTIES REVIEW-INSTRUMENTATION STATEM AIRBORNE

	******					091480	·	# # # # # # # # # # # # # # # # # # #				
VENDOR NAME	DATE DIF TIME DIF OTH VENDOR PART HO T AND STRONGER JOINT. SPACEPS WERE A	FRE ETS.	ME MY LABORATO	סב סכרת שברס	G OF PERSONNE	CREATIVE EMGIN ECRIMC 27-12507-1	PER CPS), TH	9/6	-AXIS RANCOM/ E 1MM HG), EX	OXF TO LOCK T		ED. FAILURE C
I W	Y Y Y	ACT	4 0 P	* arnor	TIONIE	76.	BOUARE TESTS	YES 60/0	ALTITUD	READED	# &	41104
3116	THE DIA	7 16.97.	FACTORY	* MHOO	THE CAL	57G	.125 6. BRATIO	3/03	FERS DI	VER-FIL	FACTORY	70 A
VEHICLE	DATE DIF T	88ED THE PR	*******	WHERE BREAK E.	RATION AND	9 175070	H3: RANDOM	#402E5 6	ERMITTENT C NUS 23 DEGR ELET MAS CR	USE OF BILL	1395	.0 TO 1 MAN
DIF DATA SOURCE	PART NUMBER	TION. THE DASH-S PA	77.7 61.65605-008	AN AT 800 VOLTO RMS R& CAUSED THE FAILUR	ATION, ROUTINE CALIB	UTF-8LT 27-12307-1	RATION (SINC 8.256 R DUC TO PREVIOUS PAT	UTP-PRT 60-11810-1	AND JA DEVELOPED INT TIOM, TEMPCHATURE WI TO RIBBOM AND THE EY	DABH-3 COMFIGURATION WHICH EMPLOYED THE USE OF SILVER-FILLED EPOXF TO LOCK CHANGE ALSO INCLUDED THE USE OF A BACK-UP HUT ON THE THREADED BASE OF THE AND THE MART PASSED, REF. FAR 183A	748	MAS 4.0 TO 1 M-EN 8
TEST/REFORT NUMBER	PART NUMBER DATE DATE OF THE DIF THE DIF OF VEHICLE AND STRONGER JOINT, SPACEPS WERE A	LEG ADDEL BETWEEN CASE HALVER TO PREVENT WOTION DURING VIEW THE DASH-S PASSED THE PRI TEST. REF. FRR STS.	LV-AB-E4-4561-F POWER UZVEDER-CONNECTOR	FAILURE WOOE-ELECTRICAL SHORT CAUSED BY DIELECTRIC BREAKDOWN AT SOD VOLTS RMS WHERE BREAKDOWN SHOULD NOT OCCUR SELO H 1300 FOLTS RMS. HETALLIC CONTANINATION IN THE MM COMMECTORS CAUSED THE FAILURE.	RAR LV-A9-24-8295 REGUESTED THE SERIALIZATION, ROUTINE CALIBRATION AND THE CAUTIONING OF PERSONNE HANDLING AND STOKASE OF THE UNITS.	69 AK USA Amtenna	FAILURE MODE-STRUCTURAL: DURING SLT Y-AXIS RAMDOM/SINE VIBRATION (SINE B.256 RMS; RAMDOM .125 6 SGUARE PER CPS); THE SOLID METAL SHIELD OF THE ALIAX PHASING CASLE CRACKED. CORRECTIVE ACTION-MOME, SHIELD CRACK ATTRIBUTED TO FAITGUE DUE TO PREVIOUS PAT AND PHT VISRATION TESTS AND KICHER STATES DURING SIT. (SEC. EUR 200).	BAREALA.I RING COUPLER CINCUIT BOARD	FAILURE WODE-BTRUCTURAL. THE REFLECTED POWER AT INPUTS AS AND AS DEVELOPED INTERMITTENT CPENS DURING X-AXIS RANJOM/ Sinc Vibration-temperature -altitude test. (PRT LEVEL VIBRATION) TEMPERATURE MINUS 23 DEGREE F) ALTITUDE IMM H6). EX Amination revealed the boluer joint between the circuit egard ribbom sad the evelet was cracked.	CORRECTIVE ACTIOM-ECP 7693 CREATED THE DABN-3 COMFIGURATION WHICH EMPLOYED THE USE OF BILVER-FILLED EPOXF TO LOCK E THC CONHECTOR IN A FIRM POSITION, THE CHANGE ALBO INCLUDED THE USE OF A BACK-UP HUT ON THE THREADED BASE OF THE C COMMECTOR, PRELIMINARY TESTS MERE RUN AND THE MART PASSED, REF. FRR 1838	A-AB-24-4453-F DIFLEX COUPLER	TOLERANCK. VOLTAGE STANDING MAVE RATIO HAS 4.0 TO 1 WHEN 8.0 TO 1 MAXIMUM IS ALLOWED. FAILLYE Being tuned.
#3187\$	BUB-BYBIEN	2 4 1	INSTRUMENTATION-A/B L. ANTENNA AND COUPLER	FAILURE MODE-ELECTRICAL SHOW 1300 FOLTS RMS, HETALLIC	CORRECTIVE ACTION-RAR LV-A L AGAINST IMPROPER HANDLING	INSTRUMENTATION-A/B 6 ANTENNA AND COUPLUR A	FAILURE MODE-STRUCTURAL, DURING E SOLID METAL SHIELD OF THE ALAAK CORRECTIVE ACTION-MOME, SHIELD C	***	FAILURE MODE-BTRUCTURAL. T SING VIBRATIOM-TEMPERATURE AMINATIOM REVEALED THE BOLU	CORRECTIVE ACTION-ECP 7893 CREATED THE DHE THE THE THE CONHECTOR IN A FIRM POSITION, THE NC COPHECTOR, PRELIMINARY TESTS WERE RUN	EMBIRIMENTATION-A/B A ANIENZA AND COUPLER D	FAILUPE MODE-CUT OF TOLERA AUSED BY COUPLER NOT BEINS

##### # # # # # # # # #	DIPFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNE	MENTATION SYSTEM"A	I RBORNE			_
8747EN 800-87EN	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE SITE DATE DIF TIME DIF	E PRI	VENDOR HAME VENDOR PART NO	
CORRECTIVE ACTION-PROCEDURE CHANGED	URE CHANGED TO INSURE COUPLER TUNING					*****
TOTRUNENTATION-A/B	ESARISA RIMG COUPLER	UTP-QUAL/PPT 89-11815-1	931230 60/C	A LE B	2/05	88223
FAILURE MODE-OUT OF TOLERANCE, DURINGS BE DE ABOVE I MICROVOLT AT REDMC.	OF TOLERANCE, DURING THE KHI TEST THE UNIT EXCEEDED BY 1009 THE RADIATED POWER SWIERFERENCE LIMIT .icrovolt at redwc.	EXCEEDED BY 1009 T	4E RADIATED PON	28 SW1EJ	FERENCE LIMIT	
COMECTIVE ACTION-BRECIFI	CORRECTIVE ACTION-BRECIFICATION DEVIATION TODG-65 MAS APPROVED TO ALLOW FOR THE ENI OUT OF TOLERANCE.	ED TO ALLOW FOR TH	CENT OUT OF TO	LERANCE.		
INSTRUMENTATION-A/B ANTENNA AND COUPLER	BOARIAA RING COUPLER CIRCUIT BOARD	UTP-QUAL/PPT 69-11810-1	531125 60/C	A CE	2/09	*******
FAILURE WODE-OVEN (ELECT) MALFUNCTION WAS A COLD SOL AN INVROPER PLANNING CARD	I (ELECT), FOLLOMING THE BPOCK TEST, CONNECTOR 12 DEVELOPED AN INTERHITTENT OPEN. THE CAUSE OF THE CALL SOLD SOLDER JOINT BETWEEN THE COUNECTOR AND THE CIRCUIT SOARD EYELET. INVESTIGATION REVEALED THAT HE CARD WAS ISSUED, RESULTING IN A WRONG BOLDERING SPECIFICATION WAS APPLICATION.	OR JE DEVELOPED AN FINE CINCUIT BOAND ADERING BPECIFICAT	INTERMITTENT O EYELET, INYEST ION MPS APPLICA	PEN. THE 164710N 710M.	CAUSE OF THE . REVEALED THAT	
CORRECTIVE ACTION-ALL PAR WERE RE-WARED TO WPS 44.6 6. INCLUDING THE 89-38012.	CORRECTIVE ACTION-ALL PARIS FABRICATED TO DATE WERE IRD FOR BURNEF, THOSE THAT DID NOT PASS THE BURNEY INSTRUCTIONS WIRE RE-WARKED TO NOT 44.01.14. ACTION WAS ALSO IN-TIATED TO HAVE ALL UNITE BUBJECTED TO ACCEPTANCE VIBRATION TESTING. INCLUDING THE RE-SSOIR-1 RIMG COUPLER, NEF, FLR DTD.	BURVE'S THOSE THAT HAVE ALL UNITE SUB	DID NOT PASS T	HE BURYE TAMCE VI	Y INSTRUCTIONS BRATION TESTIN	:
INSTRUCENTATION-A/U ANTENAS AND COUPLER TELEMETRY SET AND TRANSDUC	60.483-1092/P1-602-00-138 Antemaa	FLIGHT	1367 ETK-11			at of other states of the stat
FAILURE MOUE-ERRATIC OFFR THIS WAS CAUSED BY LOSS OF	FAILURE MODE-ERRATIC OPERATION. DATA MAS LUST ON RF 3: RF E AND RF 3 DURING THE PERIOD OF MAXIMUM DYNAMIC PRESSURE His was caused by loss of transmitter modulation caused in turn by Failure of Rfbonding on the Pod Doors.	AND RES DURING TH TURN BY FAILURE OF	E PERIOD OF MAN	INUM DYN	AMIC PRESSURE XXXX.	
STRIEN EFFECT-ERRATIC OFERATION VEHICLE EFFECT-NOME.	CRATIOM.					
CORRECTIVE ACTION-UNKNOWN.	ż					
INSTRUMENTATION-A/B ANTENIA AND COUPLES	COAXIAL ASSEMBLY	FAR 85-64830-889	631009 FACTORY		YEB 60/C	
FULLURE MODE-OUT OF TOLER ABLE WAS DESIGNED FOR AC-S	OF TOLERANCE MITH REBFECT TO INSERTION LOSS. MEASURED 0.880B AS OFFOSIO TO RESUIRED 0.880B. THIS FOR AC-8 ONLY, POSITION OF TAIL PIPE ANTENNA WAS CHINSED ON AC-8 AND ON.	NEABURED 0.880B	AB OFFOSED TO R	EBUIRED	0.0008. THIR C	

18 1UH 1988

200 HOT MI	DIFFICULTIES ACVIEW-INSTAUMENTATION	UNEHTATION SYSTEM-AIRBORNE	REORME		4	
BYSTEN BUG-875TEN	TESTAGE SHT NUMBER FAILED COMPOHENT NAME	DIF DATA BOUNCE PART: NUMBER	VEHICLE DATE DIF T	TIME OIF OTH	VENDOR NAME	
CORRECTIVE ACTION-MONE-TE	ON-NOME-THIS CABLE HO LONLER URED.					0 0 2 2 0 0
INSTRUMENTATION-A/B ANTENNA AND COUPLER	BDAROSA Antenna	U1F-FRT B7-12507-5	29 606048	ON 3/09	YES CREATIVE ENGRE WO ST-12507-1	
FAILURE MODE-OUT OF TOLERANCE, DURING EX OUND FEALED AWAY. THE IDENTIFICATION NUMB DOED IN THE COATING ON THE UNGER BIDE OF E AND ONE DIMENSION WAS OUT OF TOLERANCE.	FAILURE WODE-OUT OF TOLERANCE. DURING EXAMINATION OF THE ANTENNA ABBEMBLY, THE BEALING AROUND THE CAVITY FEED WAS F OUND PEALED AWAY. THE IDENTIFICATION NUMBERS WERE PRINTED ON TOP OF ONE ANOTHER. THE PAPER PACKING MATERIAL WAS IMBE DDEC IN THE COATINE ON THE UMDER BIDE OF THE ANTENNA, THE UMDERBIDE OF THE MOUNTING FLANCE BHOWED AFFECTS OF MOISTUR E AND ONE DIMENSION WAS OUT OF TOLERANCE.	TENKA ABBEMBLY, THE TOP OF ONE ANOTHER. DERBIDE OF THE MOUNT	SEALING ARG THE PAPER ING FLANGE	PACKING ME PACKING MA BHOWED AFF	VITY FEED WAS F. TERIAL WAS INSE ECTS OF MOISTUR	
CORRECTIVE ACTION-&C INFO	CORRECTIVE ACTION- C INFORMED OF THE POOR WORKMANSHIP AND ADVISED TO EXERCISE CLOSER SURVEILLANCE AT VENDOR FACTI IT	DVIAED TO EXERCISE C	LOSER SURVI	ILLAMCE AT	VENDOR FACTIET	
SNSTRUMENTATION-A/B ANTENNA AND COUPLER	BP-AB-ZE-403Z-F Amtemma-Commector	FAR #1-63900-008	630710 F.	FACTORY YES	YES HICROLAB	495823
FAILURE MODE-CONTAMINATIC IDER MAS OUT OF SPECIFICA RS OF THE POMER DIVIDER CO	FAILURE MODE-CONTAMINATIOM. THE ANTERNA POWER DIVIDER FAILED MAEN THE INSERTION LOSS FROM ONE SIDE OF THE FOWER DIV DER MAS OUT OF SPECIFICATIONS HIGH, FAILURE NAS NOT CONFIRMED, NOWEVER, FOREIGN PARTICLES FOUND INSIDE THE CONNECTO IS OF THE POWER DIVIDER COULD HAVE CAUSED THE FAILURE IF ANY OF LARGER SIZE HAD BEEN PRESENT AT TIME OF FAILURE.	D WHEN THE INSERTION ED, HOMEVER, FOREIGN OF LARGER BITE HAD	LOSS FROM PARTICLES BEEN PRESEI	ONE BIDE C FOUND INSI	F THE FOWER DIV DE THE CONNECTO OF FAILURE.	
CORRECTIVE ACTION-FERSONN ILITY AND WERE REGUERTED	COPRECTIVE ACTION-PERSONNEL RESPONSIBLE FOR INSPECTION OF THE POWER DIVIDER WERE MOTIFIED OF THE CONTANINANT POSSIB ILITY AND WESE REQUESTED TO SE ON THE ALERT FOR CONTANINANTS.	HE POWER DIVIDER WER	E MOTIFIED	OF THE CO	TANINANT POSSIB	
INSTRUMENTATION-A/B ANTENNA AND COUPLER	ADW-24-3539F RING COUPLER CONNECTOR	COMPOSITE-FACTOMY 7-11500-5	45F F.	FACTORY YES		997700
FAILURE MODE-OUT OF TOLER MAX. ALLOMED. FAILURE CO. DUPLICATED BY LOOSENIMG C	FAILURE MODE-OUT OF TOLERANCE, UNIT WAS REJECTED IN THE FACTORY WHEN THE NEASURED DB LOSS WAS 7-3 DB. 9-0 DB IS THE MAX. ALLOWED. FAILURE COULD NOT BE CONTINUE. THE HIGHEST READING ODTAINED IN 8 TESTS WAS B.S DB. THE CONDITION WAS DUPLICATED BY LOOSENING ONE OF THE RECONDITION BEDDING THAT THIS WAS THE POSSIBLE REASON FOR FAILURE.	TORY WHEN THE NEASURE LAIN SEADING OCTAINED IN SET MAY ASSUMED THAT	ED DB LOSS TESTS WAS THIS WAS TO	MAB 7.3 DR B.S DB. TH IC POSSIBLE	E CONDITION WAS REASON FOR FAIL	
STATEM EFFECT-ERRATIC OFFRATION.	RATION.					
VEMICLE EFFECT COMPOSITE DELAYED.	DELAYED.					
CORRECTIVE ACTION-NOME.	аду ере филамалия и дена дена дена учество пред на пре					
•						

**** **** *1

11 64 44 44 44 44 44 44 44 44 44 44 44 44	The state of the s			•	=		_
231474-804	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	TIME DIF	N O	OTH VENDOR PART NO	·····
INSTRUMENTATION-A/B ANTENNA AND COUPLER	XX-00-124-93518-14	FAR 27-01340-3	#000 8#0#0#	PACTORY	4 OF		•
FAILURE WOOE-FAST DURING OPERATION, BURING CHE	DURING OPERATION. DURING CHECROUT A 18 DECIBEL LOSS MAS DETECTED WHEN 6.5 DECIBELS WAS EXPECTED.	D DECIBEL LOSS WAS DETI	CTED WHEN	** DEC	1967	WAS EXPECTED.	
INSTRUMENTATION-A/B ANTENNA AND COUPLER	AP-90-24-3160F POMEN DIVIDER	FAR 63-65900-008	151-D 621204	KTR	₹ ₹	NICROLAB SBSDOH	***************************************
FAILURE MODE-OUT OF SPEC IN TELEMETRY SYSTEM.	OF SPECIFICATION IN POWER OUTPUT, DISCREPANCY ATTRIBUTED TO A HALFUNCTION OF ASSOCIATED EQUIPHENT IN.	NEPANCY ATTRIBUTED TO A	A MALFUMCT!	₹	1300 E	ATED EQUIPMENT	
CORRECTIVE ACTION-NOME,	SINCE THE FAILURE MAS NOT CONFIRMED.	INED.					
INSTRUMENTATION-A/B ANTENNA AND COUPLER	A-98-24-5196F DIPLEX COUPLER	FAR 7-11676-609	621011	AT A	YES	YES 60/C	*84107
FAILURE MODE-SHORT (ELEC HINED AND MD ABMORHAL COM T COMFIRMED, DAMAGE TO TI	FAILURE WODE-SHORT (ELECTRICAL), THE DIPLEXER SHORT REPORTEDLY CAUSED DAMAGE TO A TRANSMITTER. THE DIPLEXER WAS EXA Mined and mo abmormal comditions were found, all test results were mithim specification. The meported failure has mo I comfirmed, damage to transmitter could have been caused by a poor connection between transmitter and diplexer.	ORTEDLY CAUSED DAMAGE : SULTS MERC MITHIM SPEC! D BY A POOR CONNECTION	TO A TRANSI IFICATION. BETWEEN TO	THE MEP. THE MEP. TANSMITT	THE DORTED	IPLEKER MAS EXA FAILURE MAS MO D DIPLEKER.	
CORRECTIVE ACTION-MO COR	HO CORRECTIVE ACTION TAKEN BINCE THE FAILURE MAS NOT CONFIRMED AND OTHER SYSTEM COMPONENTS WERE STING.	TAILURE MAS NOT CONFIR	HED AND OTH	HER AVAT	Ŏ X	MPONENTS WERE N	
INSTRUMENTATION-A/B ANTENNA AND COUPLER	AE62-0076/01-504-00-68 Antenna	FLIGHT	******	WTR 110	¥ 9		****
FAILURE MODE-FAIL DURING	FAILURE MODE-FAIL DURING CPERATION. THE TELEMETRY STSTEM BIGNAL WAS INTERRUPTED BETWEEN 150 AND 126 SECONDS PROBABL Y caused by atmospheric somization of the antenna due to insufficient antenna dombing.	H BIGNAL WAS INTERRUPTI INSUFFICIENT ANTENNA !	ED BETWEEN JOHO I HG.	110 AND	:	SECONDS PROBABL	
SYSTEM EFFECT-IMPROPER ANALOG SIGNALS.	AMALOG BIGMALS.						···
VEHICLE EFFECT-HOME.							
CORRECTIVE ACTION-MONE, SECONDARY PAILURE.	SECOMBARY PAILURE.						
						PA4E 0389	 _

CONVAIR DIVISION

**** HOT #1

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-KIRBORNE

EVSTEM	TOWN TOUGHT	DIF DATA SOURCE	VEHICLE	3176	1	VENDOR NAME	
医型2. 电上电元电	FAILED COMPONENT MANE	PART HUMBER	DATE DIF	TINE DIF	OT#	- 1	
EMBERUMENTATION-A/B ANTENNA AND COUPLER	AAG1-DIAAJPIBOR-GO-EB ANTENNA-TRAVBBITTER	соинтвоми	*****	.500.	2 2		
FAILURE MODE-CONTAMINAT E OF HOISE UNKNOWN, POSS	MINATICM. DURING SECOND LAUNCH ATTEMPT, RFS TELEMETRY IMPICATED EXCESSIVE MOISE LEVEL. EXACT CAUS Possible cause was poor RF Bonding due to paint on Bonding Strips. Bonding was cleamed.	RFE TELEMETRY IMPICA TO PAINT ON BONDING	TED EXCESS	SIVE NOISI NOING WAI	53	FL. EXACT CAUS	
STRICK EFFECT-ERRATIC O	TIC OPERATION.						
VEHICLE EFFECT-COUNTDOW	VENICLE EFFECT-COUNTDOWN DELATED. LOX WAS DETANKED AND RPR TELEMETRY PACKAGE REPLACED. COUNT WAS RECYCLED TO T-4200 Beconds.	TELEHETRY PACKAGE !	IEPLACED. 6	COUNT WAS	RECY	CLED TO T-4200	
CORRECTIVE ACTION-RFR T ED BINCE NO FURTHER SPAR	CORRECTIVE ACTION-RFR TELEMETRY PACKAGE REPLACED. REPLACEMENT ITEM SUBSEGUENTLY ALSO FAILED AND COUNTDOWN MAS ABORT D since no further spares available, bonding points cleaned.	ENT ITEM SUBSEQUENTS	Y ALSO FA	ILED AND (COUNT	TOOMN WAS ABORT	
INSTRUMENTATION-A/B ANTENNA AND COUPLER	99-E4-IE3 RING COUPLER-WIRING	FAR 7-11500-3	16E #10314	£7R-13	428 HO		
FAILURE MODE-OUT OF TOLERANCE MAING OF THE PIMB FROM RECEPTA THE LOWER BOARD CIRCUIT LANDS.	FAILURE MONE-OUT OF TOLERANCE, FAILURE MAB DUE TO HIGH INSERTION LOSS AND LOW ISOLATION DUE TO POOR CLEANING AND TI MAING OF THE PINS FROM RECEPTACLES 1-17 AND 1-18 AND INSUFFICIENT SOLDER USED TO MAKE COMMECTION FROM THESE PINS TO THE LOWER BOARD CIRCUIT LANDS.	ERTION LOSS AND LOW ICLENT SOLDER USED 1	180LATION TO NAKE CO	DUE TO PA	N N N N N N N N N N N N N N N N N N N	THERE PINS TO	New York and the second of the
CORRECTIVE ACTION-EQUIP UPPLERS DURING THE APPLIC INTO PLANNING PAPERS. A	CORRECTIVE ACTION-EQUIPMENT OPERATIONS PROCEDURE \$30.67.1 WAS PUBLISHED, INITITATING A TESTING PROCEDURE OF RING CO Uppers during the application of a complex wave vibration, action was taken by convair to incorporate six procedures Into planning papers, a new heat sink was designed and fabricated.	WAS PUBLISHED, INIT! ACTION WAS TAKEN BY RICATED.	CONVAIR TO	TEBTING PI D INCORPOR	ROCET	NHE OF RING CO BIX PROCEDURED	
INSTRUMENTATION-A/B	9D-24-114 Antenha-Wiring	FAR B7-60019	13E	ETR 13	\$ Q		****
FAILURE NCE-STRUCTURAL ERO AT STACE & PRESSURIZ I CONTRACTIMEROPERLY E SIDE OF POD 1 DOOR, FA	FAILURE HOCE-STRUCTURAL. THERFY SYSTEM CARRIER DEVIATION FAILED DURINGCOUNTDOWN, THE CARRIER DEVI'TION DROPPED TO Z ROO AT STACE & PRESSURIZATION AND LIDUID DXYCEN TANKED, WE BONDING RHIELD AROUND THE PERIPHERY OF THE ANTENNA MAS WO I COMTRACTIMGPROPERLY, HE RFY DEVIATION WAS DUE TO POOR BONDING AT THE PERIPHERY OF THE ANTENNA, FOOD I AND THE HINGE E SIDE OF POOL S DOOR, FAILURE ALSO DOCUMENTED IN REPORT ARBI-DOSE/ PS-501-DD-13 CAUSING COUNTDOWN ABORTAND RESCHEDUL	AILED DURINGCOUNTDO BONDING ANTELD AROUN NING AT THE PERINE 1-DOSE/ PS-501-GD-13	IN. THE CAS TO THE PERI	RIER DEVI	TTTC CHE POD ABOR	M DROPPED TO Z ANTENNA WAS MO 1 AND THE HING STAND RESCHEDUL	
COMPECTIVE ACTION-REPETATIVE DISCREPANC ACTS TO THE MISSILE TANK IN THE L/H AND TING AN ADDED OPERATION IN THE POD DOOR GERS TO TANK, SKIN,	COMPECTIVE ACTION-REPETATIVE DISCREMANCY REPORTS WERE ISSUED IN DEPT 771 BY DEPT RSD-1 TO CHECK BONDING FINGER CONT CTS TO THE MISSILE TANK IN THE L/H AND R/H, PODS, A PLANNING CHANGE REQUEST DATED TO HARCH 61; WAS SUBMITTED REQUES ING AN ADDED OPENATION IN THE POD DOOR AND FAIRINS INSTALLATIONS TO CHECK FOR METAL-TO-METAL CONTACT OF BONDINS FIN ERS TO TANK, SKIN,	Y REPORTS WERE ISSUED IN DEPT 771 BY DEPT ROD-1 TO CHECK BONDING FINGER CONT R/H, Pods. A Planning Change Reguest dated to Harch 61, was submitted reques And Fairing installations to check for metal-to-netal contact of bonding fin	FT 200-1 TYED SO HAF	TO CHECK I	POND 1	NG FINGER CONT MUITTED REQUES OF BONDING FIN	·
						PACE 0330	

The second of th

18 JUN 1868

CORATE CIATED

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-AIRBORNS

INSTRUMENTATION-A/B FTARIBE/F4-102-00-UG COUNTDOWN 6A ETA-14 VEB ANTERNA AND COUPLER DIFLEX COUPLER FAILURE MODE-FAIL DUBING OPERATION, OFERATION OF BF 1 AND 4 CAUSED TRACKING BEACONS TO BE FREE-RUNNING AND MO-60. F ROUGLE MAN TRACED TO DIPLEY COUPLER FOR RFS 1 AND 4. SYSTEM EFFECT-ERRATIC OPERATION, FAULTY DIPLEX COUPLER CAUSED RF INTERFERENCE WITH TRACKING BEACOMS.	COUNTDOWN 810 STD AND 4 CAUSED TRACKING BEACOM	6A ETR-14 5709E9 -18600 COMB TO BE FREE-RI	NO NO	- AND NO-6	- :
FAILURE MOGE-FAIL GURING OPERATION, OPERATION OF RF 3 AM ROUBLE MAS TRACED TO DIFLEY COUPLER FOR RFS 3 AND 4, 875TEM EFFECT-ERRATIC OPERATION, FAULT DIFLEK COUPLER C	AND 4 CAUSED TRACKING BEACON	S TO BE FRE	C-RUNNING	9-0N DNF 9	-
STATEM EFFECT-ERRATIC OPERATION, FAULTY DIFLER COUPLER C.					
	CAUSED RF INTERFERENCE WITH	TRACKING B	ACOMS.		
VEHICLE EFFECT-COUNTDOWN DELAYED. 190 MINUTE HOLD. 8 MINUTE RECYCLE.	MAUTE RECYCLE.				
COMRECTIVE ACTION-REPLACED DIPLEMER.					

Control of the second

GENERAL DYNAMIĆS Convair division

9961 MAP 81

DIFFICULTIES REVIEW-INSTRUMENTATION SYSTEM-LIRBORNE

STSTEX SUG-STSTEX	TESTARFORT NUMBER FAILED COMPONENT K.ME	DIF DATA BOURCE PART FUNDER	VEHICLE Date dif	BITE TIME DIF	9 0 1 X	VEHICLE BITE PRI VENDOR MANK
					1	AND ELPHANTS CONTRACTOR CONTRACTOR CONTRACTOR CONTRACTOR
						÷
						·
						PAGE 0532